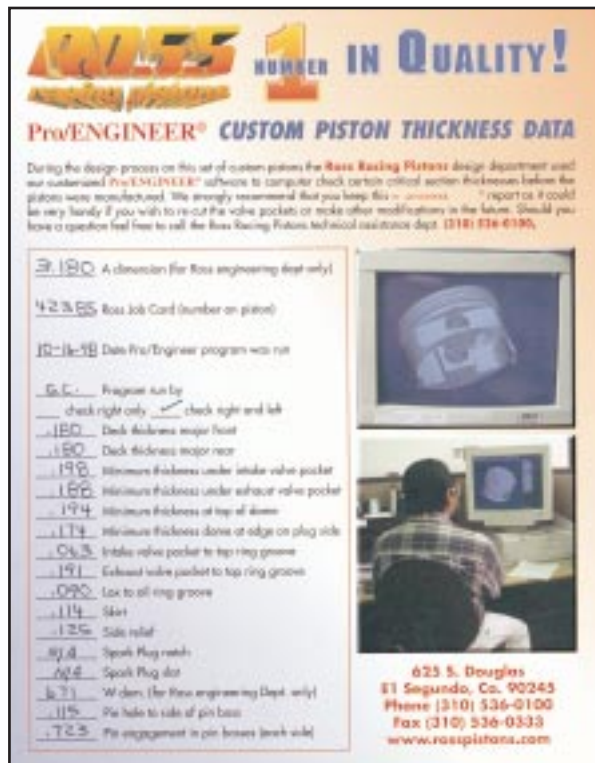


## CUSTOM PISTONS

### WHAT YOU GET

The first pages of this section explain the design options available from ROSS RACING PISTONS on all custom made pistons. We suggest that you first check our stocking pistons, chances are we stock the exact combination that you need. If after checking our extensive listing of on the shelf (stocking) pistons you do not find what you desire, then ROSS will be happy to custom design and manufacture the piston that you require to your specifications. In the event that you do not find a listing for your engine, call the ROSS technical assistance line for a price quote and complete information.

**AT ROSS OUR COMMITMENT TO QUALITY GOES MUCH FURTHER THAN JUST RUBBER STAMPING EACH PISTON... WITH EACH SET OF ROSS CUSTOM PISTONS WE INCLUDE THESE QUALITY CHECK REPORTS...**



**ROSS NUMBER 1 IN QUALITY!**

**Pro/ENGINEER® CUSTOM PISTON THICKNESS DATA**

During the design process on this set of custom pistons the Ross Racing Pistons design department used our customized Pro/ENGINEER software to computer check certain critical sections that measure before the pistons were manufactured. We strongly recommend that you keep this report as it could be very handy if you wish to re-cut the valve pockets or make other modifications in the future. Should you have a question feel free to call the Ross Racing Pistons technical assistance dept. (310) 536-0333.

3.180	A dimension for Ross engineering dept. only!
42365	Ross Job Card number on piston
10-18-98	Date Pro/Engineer program was run
5.5	Program run by
	check right only <input checked="" type="checkbox"/> check right and left
.180	Deck thickness major head
.180	Deck thickness major neck
.198	Minimum thickness under intake valve pocket
.186	Minimum thickness under exhaust valve pocket
.194	Minimum thickness of top of dome
.174	Minimum thickness dome at edge on plug side
.043	Intake valve pocket to top ring groove
.191	Exhaust valve pocket to top ring groove
.090	Low to oil ring groove
.114	Skirt
.125	Skirt relief
.874	Spark Plug reach
.624	Spark Plug dia
6.71	W/diam. for Ross engineering Dept. only!
.115	Pin hole to side of pin base
.123	Pin engagement in pin bosses (both side)

625 S. Douglas  
El Segundo, Ca. 90245  
Phone (310) 536-0100  
Fax (310) 536-0333  
www.rosspistons.com

Pro/Engineer report to verify the quality of the design and layout.



**ROSS RACING PISTONS LAZER MIKE SIZE REPORT**

NOTE: PISTONS ARE INSPECTED BY "LAPTOP" BY THE ROSS RACING PISTONS QUALITY CONTROL DEPT. ON THE DATE SHOWN TO THE RIGHT OF THE LASER MIKE REPORT TO BE THE SAME AS THE DATE OF THE INSPECTION.

SAMPLE 1 IS THE SKIRT DIA. AT POSITION #1. DIMENSIONS SHOWN TO THE RIGHT OF THE SKIRT DIA.

SAMPLE 2 IS THE SKIRT DIA. AT #1 AND SKIRT THICKNESS.

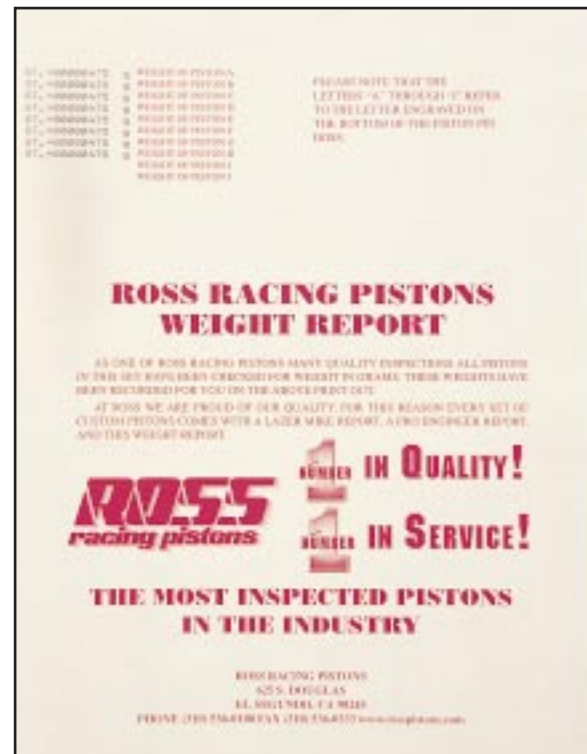
SAMPLE 3 IS THE SKIRT DIA. AT POSITION #2 AND THE SKIRT THICKNESS AT THE SKIRT.

LIBRARY 1, SAMPLE 1, 4.4881	B PISTON POSITION ONE SKT DIA.
LIBRARY 1, SAMPLE 2, 4.4884	B PISTON POSITION TWO SKT DIA.
LIBRARY 1, SAMPLE 3, 4.4881	A PISTON POSITION THREE SKT DIA.
LIBRARY 1, SAMPLE 1, 4.4884	B PISTON POSITION ONE SKT DIA.
LIBRARY 1, SAMPLE 2, 4.4884	B PISTON POSITION TWO SKT DIA.
LIBRARY 1, SAMPLE 3, 4.4884	C PISTON POSITION ONE SKT DIA.
LIBRARY 1, SAMPLE 1, 4.4880	C PISTON POSITION TWO SKT DIA.
LIBRARY 1, SAMPLE 2, 4.4884	D PISTON POSITION THREE SKT DIA.
LIBRARY 1, SAMPLE 3, 4.4884	E PISTON POSITION FOUR SKT DIA.
LIBRARY 1, SAMPLE 1, 4.4882	F PISTON POSITION ONE SKT DIA.
LIBRARY 1, SAMPLE 2, 4.4884	F PISTON POSITION TWO SKT DIA.
LIBRARY 1, SAMPLE 3, 4.4884	G PISTON POSITION THREE SKT DIA.
LIBRARY 1, SAMPLE 1, 4.4884	H PISTON POSITION FOUR SKT DIA.
LIBRARY 1, SAMPLE 2, 4.4880	I PISTON POSITION ONE SKT DIA.
LIBRARY 1, SAMPLE 3, 4.4884	J PISTON POSITION TWO SKT DIA.
LIBRARY 1, SAMPLE 1, 4.4884	K PISTON POSITION THREE SKT DIA.
LIBRARY 1, SAMPLE 2, 4.4884	L PISTON POSITION FOUR SKT DIA.
LIBRARY 1, SAMPLE 3, 4.4884	M PISTON POSITION ONE SKT DIA.
LIBRARY 1, SAMPLE 1, 4.4884	N PISTON POSITION TWO SKT DIA.
LIBRARY 1, SAMPLE 2, 4.4884	O PISTON POSITION THREE SKT DIA.
LIBRARY 1, SAMPLE 3, 4.4884	P PISTON POSITION FOUR SKT DIA.
LIBRARY 1, SAMPLE 1, 4.4884	Q PISTON POSITION ONE SKT DIA.
LIBRARY 1, SAMPLE 2, 4.4884	R PISTON POSITION TWO SKT DIA.
LIBRARY 1, SAMPLE 3, 4.4884	S PISTON POSITION THREE SKT DIA.
LIBRARY 1, SAMPLE 1, 4.4884	T PISTON POSITION FOUR SKT DIA.
LIBRARY 1, SAMPLE 2, 4.4884	U PISTON POSITION ONE SKT DIA.
LIBRARY 1, SAMPLE 3, 4.4884	V PISTON POSITION TWO SKT DIA.
LIBRARY 1, SAMPLE 1, 4.4884	W PISTON POSITION THREE SKT DIA.
LIBRARY 1, SAMPLE 2, 4.4884	X PISTON POSITION FOUR SKT DIA.
LIBRARY 1, SAMPLE 3, 4.4884	Y PISTON POSITION ONE SKT DIA.
LIBRARY 1, SAMPLE 1, 4.4884	Z PISTON POSITION TWO SKT DIA.

**ROSS RACING PISTONS** NUMBER 1 IN QUALITY!

625 S. DOUGLAS, EL SEGUENDO, CA 90245, PHONE (310) 536-0100 • FAX (310) 536-0333

Laser Mike report to verify the dimensional quality.



**ROSS RACING PISTONS WEIGHT REPORT**

AS ONE OF ROSS RACING PISTONS QUALITY EXPERTS ALL ITEMS IN THE ROSS RACING PISTONS WEIGHT PROGRAMS THESE WEIGHTS HAVE BEEN RECORDED FOR YOU ON THE ABOVE PRINT OUT.

AT ROSS WE ARE PROUD OF OUR QUALITY FOR THIS REASON EVERY SET OF CUSTOM PISTONS COMES WITH A LASER MIKE REPORT, A PRO/ENGINEER REPORT, AND THIS WEIGHT REPORT.

**ROSS RACING PISTONS** NUMBER 1 IN QUALITY!  
NUMBER 1 IN SERVICE!

**THE MOST INSPECTED PISTONS IN THE INDUSTRY**

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EL SEGUENDO, CA 90245  
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Gram weight report to verify the balance weights and critical mass...

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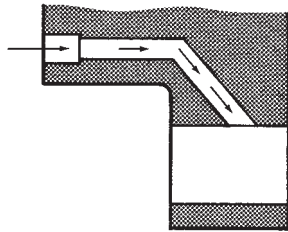


## DESIGN OPTIONS

No one piston design is correct for all applications. For this reason many ROSS RACING PISTONS are custom made to the customer's specifications. Different types of racing require different piston designs. Not only does the type of racing, head style, induction system, fuel, and camshaft specifications affect the design features of a racing piston, but different engine types have their own needs.

## PIN OILERS

ROSS Pin Oilers scrape oil from the cylinder wall and force feed it to the pins. On designs which have a high pin placement due to long strokes and/or long rod lengths, ROSS will angle drill the pin oilers. ROSS includes this operation on each custom piston at no extra charge unless otherwise ordered.



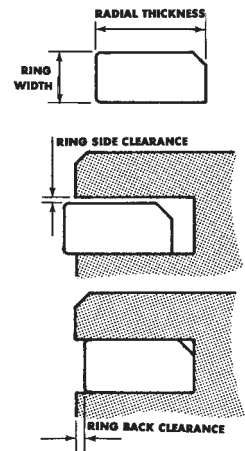
## RING GROOVES

ROSS RACING PISTONS can be machined for any popular ring combination at the time of manufacture. All compression ring grooves at ROSS are machined to the Society of Automotive Engineers (SAE) D-Wall specifications (except Dykes Rings which have a radial thickness of .170), unless the customer requests otherwise, or ROSS supplies the rings.

The radial thickness can easily be determined by using the following formula: Radial Thickness = Bore Diameter ÷ 22. For example 4.250 bore divided by 22 = .193, thus the radial thickness of a 4.250 bore D-Wall ring is .193. This is the standard depth used by leading ring manufacturers such as Childs & Albert, Speed-Pro, and Total Seal.

Side (or lateral) clearance is the measurement of the space between the sides of the piston groove and the ring. Unless otherwise ordered, ROSS will machine all pistons for a side clearance of .002 to .004. Some engine builders prefer to have us reduce the side clearance (especially with gas ported pistons). Under no circumstances do we recommend less than .0015.

Back clearance can best be measured by pushing the ring into the piston ring groove until it bottoms against the root of the groove. The amount that the face of the ring is below the ring lands is the ring back clearance. It should not protrude beyond the lands when the ring is bottomed in the groove. All ROSS compression ring grooves are machined for approx. .004 back clearance unless otherwise ordered.



### GAS PORTS

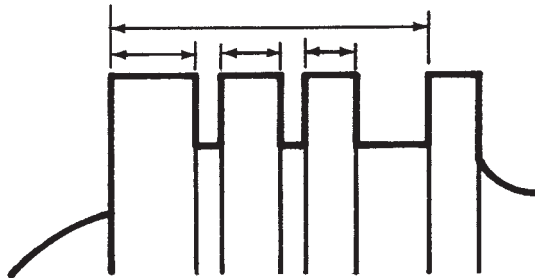


Horizontal Gas Ports  
Part #5010

Vertical Gas Ports  
Part #5009

Gas Ports allow cylinder pressure to go directly behind the top ring and aid in sealing. Gas Ports are very effective when used with tight ring grooves and high ring positioning. Not recommended with blowers, dyke rings, or in endurance motors.

### RING SPACING

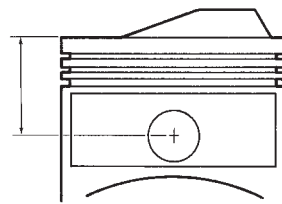


On all ROSS custom made pistons, you may specify the amount of spacing between the ring grooves. In most instances, moving the rings up higher (thin lands) on the pistons will allow the pistons to be lighter, as the side mill cut can then be wider. Care must be taken not to make the ring lands too narrow (most especially the top land) as detonation or high cylinder pressure can break thin lands. We feel that in most instances the customer should "trust our judgement" about the ring spacing.

### ABOUT NITROUS

If you are going to run nitrous in your engine, be sure to advise ROSS of this at the time of your order. Nitrous places extreme demands on the pistons. For this reason ROSS uses a different design criterion for pistons which will be used in nitrous engines. Also, please specify the approximate horsepower rating of the system you plan to use.

### COMPRESSION HEIGHT



The compression height is the distance from the center of the pin hole to the deck of the piston. ROSS custom pistons are available in any practical C.H. to compensate for stroker or destroyer cranks, long rods or blocks which have been milled excessively, etc.

### NOSTALGIA RACING

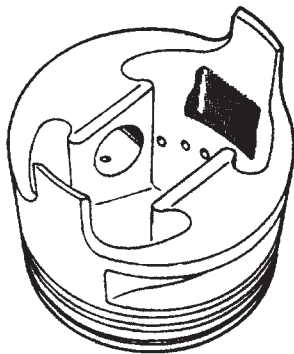


ROSS is the leader in the design and manufacturing of nostalgia racing pistons, whether it be for an Offy or a Blown Fuel 392 Chrysler. For a general indication on what can be done, read the section on ROSS Classics, as well as the "What You Get" section in this catalog. For complete information and a price quote, or if your engine is not listed, call our technical assistance department.

### CONFUSED??

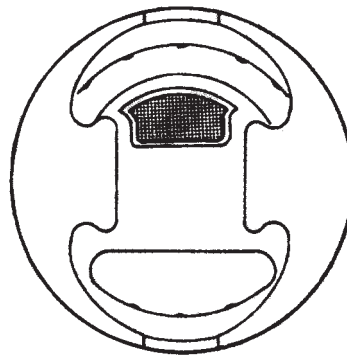
If you are confused about what will be best for your setup, call the ROSS technical assistance line. Call and find out everything you ever wanted to know about pistons but were too afraid to ask...and we promise not to laugh at you.

## WINDOW MILLING



One of the most effective ways to lighten pistons is with the ROSS Window Mill option. This entails milling "blank windows" into the inside of the skirts in a manner that will remove a considerable amount of weight from the inside of the pistons without adversely affecting the strength of the skirt. This weight removal process works best on engines which have relatively long skirts such as the Chrysler 440. For Window Milling add Part #5003.

## INSIDE HEAD MILLING

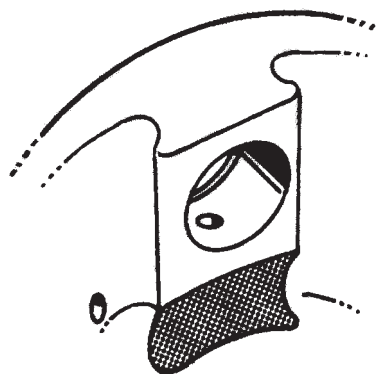


Inside Head Milling operations consist of milling material from under the dome which is not essential to piston strength. This operation varies greatly depending upon the design of the piston being milled. In most applications pistons built on Hollow Dome Forgings will not benefit from this operation. For Inside Head Milling add Part #5002.

## MAXIMUM INTERNAL MILLING

Maximum Internal Milling includes all three of the internal milling operations, as well as any other milling cuts which would lighten the pistons without seriously detracting from its strength. Used in drag racing, sand drags, etc. For Maximum Internal Milling add Part #5005.

## PIN BOSS MILLING



This operation can remove several grams of aluminum by angle milling material from between the top of the pin hole and the inside of the piston head. This operation is not recommended for endurance applications. For Pin Boss Milling add Part #5007.

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### FORGINGS

ROSS has one of the most complete selections of general purpose and specific use forgings in the entire custom piston industry. We make pistons from 2.560" (65 mm) through 5.250" (133mm) diameter for Hollow Dome, Flat Top and Dish Top applications. As can be seen in the photo, the lack of external features on the ROSS forging allows us complete freedom in machining special features for your pistons.

### VALVE POCKETS

Valve Pockets will be custom machined to work with your camshaft and valves. To ensure that your valve pocket depth will be correct, we must know how much lift at the valve your camshaft will give at six degrees before and after Top Dead Center when the camshaft is in the split overlap position.

**Caution:** Due to the acceleration ramps now being used by many camshaft grinders, the gross lift of the camshaft has little to do with the valve pocket depth. To ensure that the valve pocket depth will be correct we MUST have the above information AND the amount that the intake valve is proud or recessed in relation to the surface of the head. In the event that you cannot supply this data, we will make every attempt to cut the pockets correctly based on our past experience, however, we will in no way be responsible should your valve to piston clearance be incorrect.

ROSS valve pocket depth is measured vertically from the piston deck to the bottom of the pocket (not at the angle of the valve). Special diameter, depths, angles, and locations are available. Tulip pockets are available at a slight extra cost.



### CLASSICS

ROSS fills the need for a high quality forged aluminum piston for classic, antique, and street rods with the ROSS Classic Piston line. All ROSS classic pistons are custom made for your particular application. For this reason ROSS can supply pistons for practically all engines in bore sizes between 2.560 (65 mm) and 5.250" (133mm). Due to the large variety of engines for which ROSS Classic Pistons are available no attempt is made to list all of them. Should you require pistons for an engine not listed in our regular custom piston section in this catalog, simply call (800) 222-6805. In situations which the engine is unusual, you may send ROSS a stock sample piston outlining changes you desire in your new pistons (such as bore size) and this will prevent confusion and assure that the correct pistons are manufactured. The ROSS Design department can also work from sketches, combustion chamber molds, etc. Due to the fact that all ROSS Classics are custom machined, there is no additional charge for unusual bore sizes, ring grooves other than stock, different compression ratio, etc. Read the "What You Can Get" section of this catalog for complete details.

**Caution: The use of ROSS Classics may not be legal in some street engines. See the "Warranty and Emissions" section of this catalog.**

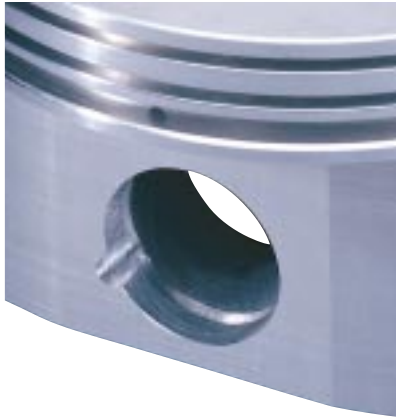
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## LOCK REMOVAL INDENTS

Everyone likes double Spiro Lox for piston pin retention because they work so well but "no one Wants To Take The Damn Things Out". All ROSS custom pistons are available with Lock Removal Indents for a modest extra cost. They make lock removal a snap! Just insert a small screwdriver behind the locks and snap them out.

Custom pistons in this catalog do not include pins and pinfit. A complete selection of optional pins can be found on the following pages. Unless ordered as an option, custom piston pin holes will be approximately .003 smaller than the pins. This requires that the pin holes be precision honed. If you want ROSS to pinfit your custom pistons add option Part #5008.

### THE MINIMUM NUMBER OF CUSTOM PISTONS MADE AT ONE TIME IS FOUR. ABSOLUTELY NO EXCEPTIONS!!

When ordering replacement ROSS pistons please give our job card number which is engraved on the bottom of the piston in the area which is machined for crankshaft counterweight clearance. This number is also on the ROSS invoice, the end of the piston box, and the computer generated information sheet which is inside the box with your new pistons. If you do not have the old job card number, we will be happy to work from a sample piston, however, add one week to our manufacturing time.

When ordering replacement pistons you must specify the cylinder number in which they will be used.

## WHAT WE WANT TO KNOW

When you call ROSS to order custom pistons we must know the following things to correctly make pistons for you. Please have this information on hand.

- (1) Bore Size
- (2) Crankshaft Stroke
- (3) Rod Length
- (4) Engine Type
- (5) Head Type
- (6) Head CC
- (7) Amount Heads Have Been Milled
- (8) Valve Diameter
- (9) Intake valve location when on the seat as compared to the surface of the head (flush, amount recessed, or amount proud)
- (10) Camshaft lift at split overlap when piston is at T.D.C.
- (11) Type of Racing
- (12) Type of Fuel to be Used
- (13) Will Nitrous or Forced Induction be Used
- (14) Type of Rings You Plan to Use
- (15) Type of pins you wish to buy, or if you wish to use your own pins you must tell us the diameter and length of your pins.
- (16) Options that you wish to add (Lock Removal Indents, Internal Milling, etc.)
- (17) Method of Payment (AMEX,VISA, etc.)
- (18) Method of Shipment
- (19) Gasket thickness and block height (amount block has been milled)
- (20) Type of Rods

If you have all of the above info call and place your order. If you do not have all the above info, call our Technical Assistance line – we are here to help you.

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## EIGHT CYLINDER CUSTOM PISTONS

DESIGN	PART #
<b>AMERICAN MOTORS 290, 304, 360, 401</b> FLAT TOP DOME TOP REVERSE DOME	11-10 11-20 11-32
<b>BUICK 215, 300, 322, 340, 400, 401, 425, 430, 455</b> FLAT TOP DOME TOP REVERSE DOME	23-11 23-20 23-32
<b>CADILLAC 331, 350, 390, 425, 429, 472, 500, NORTHSTAR</b> FLAT TOP DOME TOP REVERSE DOME	24-11 24-20 24-32
<b>CHEVROLET 262, 265, 283, 302, 305, 307, 327, 350, 400</b> FLAT TOP DOME TOP SPL. HOLLOW DOME REVERSE DOME	12-10 12-20 12-22 12-32
<b>CHEVROLET 348, 409</b> FLAT TOP DOME TOP REVERSE DOME	17-10 17-20 17-32
<b>CHEVROLET 396, 402, 427, 454, THRU 4.390 BORE</b> FLAT TOP DOME TOP REVERSE DOME SPL. HOLLOW DOME	22-10 22-20 22-32 22-22
<b>CHEVROLET 427, 454, 502, 4.437 BORE &amp; LARGER</b> FLAT TOP DOME TOP REVERSE DOME SPL. HOLLOW DOME	22-101 22-201 22-321 22-221
<b>CHRYSLER 273, 318, 340, 360, 'A' MOTOR</b> FLAT TOP DOME TOP REVERSE DOME	16-10 16-20 16-32
<b>CHRYSLER 276, 291, 331, 341, 354, 392 HEMI</b> FLAT TOP DOME TOP	15-10 15-20
<b>CHRYSLER 383, 400, 413, 426, 440 WEDGE 'B' &amp; 'RB' BLOCK</b> FLAT TOP DOME TOP REVERSE DOME SPL. HOLLOW DOME	25-11 25-20 25-32 25-22

**"PINS AND PINFIT NOT INCLUDED ON CUSTOM PISTONS"**

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## EIGHT CYLINDER CUSTOM PISTONS

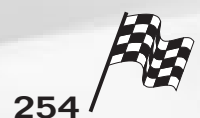
DESIGN	PART#
<b>CHRYSLER 426 HEMI</b>	
FLAT TOP	29-10
DOME TOP	29-20
HOLLOW DOME	29-22
<b>FORD FLAT HEAD</b>	
FLAT TOP	78-10
DOME TOP WITH OHV CONVERSION	78-20
DOME TOP WITH FLAT HEADS	78-22
<b>FORD 221, 260, 289, 302, 351, WINDSOR, 4, 6 LITRE</b>	
FLAT TOP	18-10
DOME TOP	18-20
REVERSE DOME	18-32
<b>FORD 302, 351, 400 CLEVELAND &amp; 'M'</b>	
FLAT TOP	19-10
DOME TOP	19-20
REVERSE DOME	19-32
SPL. HOLLOW DOME	19-22
<b>FORD 272, 292, 312, 332, 352, 360, 390, 400, 406, 410, 427, 428, 429, 430, 460, THRU 4.420 BORE</b>	
FLAT TOP	30-10
DOME TOP	30-20
REVERSE DOME	30-32
<b>FORD 429, 430, 460, 4.437 BORE &amp; LARGER</b>	
FLAT TOP	30-101
DOME TOP	30-201
REVERSE DOME	30-321
<b>FORD BOSS 429</b>	
FLAT TOP	77-10
DOME TOP	77-20
<b>HOLDEN, 253, 308</b>	
FLAT TOP	70-10
DOME TOP	70-20
REVERSE DOME	70-32
<b>MERCEDES, ALL V-8</b>	
FLAT TOP	14-10
DOME TOP	14-20
REVERSE DOME	14-32

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## EIGHT CYLINDER CUSTOM PISTONS

DESIGN	PART#
<b>OLDSMOBILE 215, 308, 324, 330, 350, 371, 394, 400, 425, 455</b>	
FLAT TOP	20-10
DOME TOP	20-20
REVERSE DOME	20-32
<b>PONTIAC 215, 326, 350, 389, 400, 421, 428, 455</b>	
FLAT TOP	21-10
DOME TOP	21-20
REVERSE DOME	21-32
<b>STUDEBAKER 289</b>	
FLAT TOP	79-10
DOME TOP	79-20
REVERSE DOME	79-32

## SIX CYLINDER CUSTOM PISTONS

DESIGN	PART#
<b>AMC 199, 232, 258</b>	
FLAT TOP	26-11
DOME TOP	26-21
REVERSE DOME	26-32
<b>AUSTIN HEALEY</b>	
FLAT TOP	81-11
DOME TOP	81-21
REVERSE DOME	81-32
<b>BMW ALL SIX CYLINDER</b>	
FLAT TOP	34-11
DOME TOP	34-21
REVERSE DOME	34-32
<b>BUICK ALL V-6</b>	
FLAT TOP	31-11
DOME TOP	31-21
REVERSE DOME	31-32
<b>CHEVROLET 194, 216, 230, 235, 250, 261, 292</b>	
FLAT TOP	27-11
DOME TOP	27-21
REVERSE DOME	27-32
<b>CHEVROLET 145, 164</b>	
FLAT TOP	37-11
DOME TOP	37-21
REVERSE DOME	37-32

"PINS AND PINFIT NOT INCLUDED ON CUSTOM PISTONS"

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## SIX CYLINDER CUSTOM PISTONS

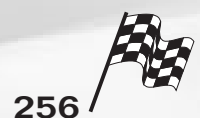
DESIGN	PART #
<b>CHEVROLET V-6 173, 200, 229</b>	
FLAT TOP	65-11
DOME TOP	65-21
SPL. HOLLOW DOME	65-22
REVERSE DOME	65-32
SPL. HEAD TYPE	65-23
<b>CHRYSLER 173, 181, 198, 225</b>	
FLAT TOP	28-11
DOME TOP	28-21
REVERSE DOME	28-32
<b>CHRYSLER V-6 3.0, 3.3</b>	
FLAT TOP	71-11
DOME TOP	71-21
REVERSE DOME	71-32
<b>DATSUN - SEE NISSAN</b>	
<b>FERRARI ALL SIX CYLINDERS</b>	
FLAT TOP	76-11
DOME TOP	76-21
REVERSE DOME	76-32
<b>FORD 2600, 2800, 3.0, 3.8, 144, 170, 200, 215, 223, 240, 250, 262, 300, 2.5 PROBE, O.H.C. AUSTRALIAN HEAD</b>	
FLAT TOP	29-11
DOME TOP	29-21
REVERSE DOME	29-32
<b>HOLDEN ALL SIX CYLINDER</b>	
FLAT TOP	66-11
DOME TOP	66-21
REVERSE DOME	66-32
<b>HONDA ALL SIX CYLINDER</b>	
FLAT TOP	61-11
DOME TOP	61-21
REVERSE DOME	61-32
<b>HUDSON 308</b>	
FLAT TOP	64-11
DOME TOP	64-21
REVERSE DOME	64-32
<b>INTERNATIONAL HARVESTER TRACTOR ALL SIX CYLINDER</b>	
FLAT TOP	67-11
DOME TOP	67-21
REVERSE DOME	67-32

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## SIX CYLINDER CUSTOM PISTONS

DESIGN	PART #
<b>JAGUAR 3.4, 3.8, 4.2</b>	
FLAT TOP	68-11
DOME TOP	68-21
REVERSE DOME	68-32
<b>MASERATI ALL SIX CYLINDER</b>	
FLAT TOP	99-11
DOME TOP	99-21
REVERSE DOME	99-32
<b>MERCEDES BENZ ALL SIX CYLINDER</b>	
FLAT TOP	69-11
DOME TOP	69-21
REVERSE DOME	69-32
<b>NISSAN ALL SIX CYLINDER</b>	
FLAT TOP	35-11
DOME TOP	35-21
REVERSE DOME	35-32
<b>OLDSMOBILE 231, 230, 250, ALL V-6</b>	
FLAT TOP	32-11
DOME TOP	32-21
REVERSE DOME	32-32
<b>PORSCHE ALL SIX CYLINDER</b>	
FLAT TOP	74-11
DOME TOP	74-21
REVERSE DOME	74-32
<b>PONTIAC 230, 231, 250, ALL V-6</b>	
FLAT TOP	33-11
DOME TOP	33-21
REVERSE DOME	33-32
<b>TOYOTA ALL SIX CYLINDER</b>	
FLAT TOP	75-11
DOME TOP	72-21
REVERSE DOME	75-32
<b>VOLVO ALL SIX CYLINDER</b>	
FLAT TOP	50-11
DOME TOP	50-21
REVERSE DOME	50-32

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## FOUR CYLINDER CUSTOM PISTONS

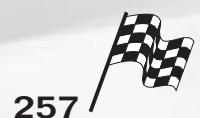
DESIGN	PART#
<b>ALLIS CHALMERS</b> FLAT TOP DOME TOP REVERSE DOME	36-11 36-21 36-32
<b>ALFA ROMEO</b> FLAT TOP DOME TOP REVERSE DOME	41-11 41-21 41-32
<b>AUDI 1900</b> FLAT TOP DOME TOP REVERSE DOME	59-11 59-21 59-32
<b>BUICK OPEL 1900, 1800</b> FLAT TOP DOME TOP REVERSE DOME	43-11 43-21 43-32
<b>BMW</b> FLAT TOP DOME TOP REVERSE DOME	40-11 40-21 40-32
<b>CHEVROLET ALL FOUR CYLINDER 140, 1600, 151, 153, 181</b> FLAT TOP DOME TOP REVERSE DOME	51-11 51-21 51-32
<b>CHRYSLER 2.2, 2.5, 2000, 1600, 2600</b> FLAT TOP DOME TOP REVERSE DOME	52-11 52-21 52-32
<b>COSWORTH DFX, DFV, BD, VEGA</b> FLAT TOP DOME TOP REVERSE DOME	57-11 57-21 57-32
<b>DATSUN - SEE NISSAN</b>	
<b>FORD 1600, 2000, 2300, 2500, 1800</b> FLAT TOP DOME TOP REVERSE DOME SPL. FLAT TOP	42-11 42-21 42-32 42-12
<b>FORD MODEL "A" AND MODEL "T"</b> FLAT TOP DOME TOP	49-11 49-21

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## FOUR CYLINDER CUSTOM PISTONS

DESIGN	PART#
<b>FIAT ALL FOUR CYLINDER</b>	
FLAT TOP	53-11
DOME TOP	53-21
REVERSE DOME	53-32
<b>HONDA ALL FOUR CYLINDER</b>	
FLAT TOP	63-11
DOME TOP	63-21
REVERSE DOME	63-32
<b>LADA 1600</b>	
FLAT TOP	13-11
DOME TOP	13-21
REVERSE DOME	13-32
<b>LOTUS ALL FOUR CYLINDER</b>	
FLAT TOP	60-11
DOME TOP	60-21
REVERSE DOME	60-32
<b>MITSUBISHI ALL FOUR CYLINDER</b>	
FLAT TOP	78-11
DOME TOP	78-21
REVERSE DOME	78-32
<b>NISSAN ALL FOUR CYLINDER</b>	
FLAT TOP	58-11
DOME TOP	58-21
REVERSE DOME	58-32
<b>OLDSMOBILE QUAD 4</b>	
FLAT TOP	44-11
DOME TOP	44-21
REVERSE DOME	44-32
<b>OPEL ALL FOUR CYLINDER</b>	
FLAT TOP	45-11
DOME TOP	45-21
REVERSE DOME	45-32
<b>PORSCHE ALL FOUR CYLINDER</b>	
FLAT TOP	46-11
DOME TOP	46-21
REVERSE DOME	46-32
<b>PONTIAC 1800, IRON DUKE</b>	
FLAT TOP	54-11
DOME TOP	54-21
REVERSE DOME	54-32

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## FOUR CYLINDER CUSTOM PISTONS

DESIGN	PART#
<b>RENAULT ALL FOUR CYLINDER</b>	
FLAT TOP	73-11
DOME TOP	73-21
REVERSE DOME	73-32
<b>SAAB ALL FOUR CYLINDER</b>	
FLAT TOP	55-11
DOME TOP	55-21
REVERSE DOME	55-32
<b>SATURN ALL FOUR CYLINDER</b>	
FLAT TOP	72-11
DOME TOP	72-21
REVERSE DOME	72-32
<b>TOYOTA ALL FOUR CYLINDER</b>	
FLAT TOP	47-11
DOME TOP	47-21
REVERSE TOP	47-32
<b>VOLKSWAGEN ALL AIR COOLED &amp; WATER COOLED FOUR CYLINDER</b>	
FLAT TOP	56-11
DOME TOP	56-21
REVERSE DOME	56-32
<b>VOLVO ALL FOUR CYLINDER</b>	
FLAT TOP	62-11
DOME TOP	62-21
REVERSE DOME	62-32

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## STOCKING PISTONS

ROSS NOW SHIPS STOCKING PISTONS FROM MULTIPLE WAREHOUSES FOR QUICK DELIVERY AND LOW FREIGHT COSTS



### SCHEDULED DELIVERY DAYS FOR ROSS STOCKING PISTONS SHIPPED UPS GROUND

1. To be delivered in accordance with above map, orders must be placed by 12:00 noon Pacific time, 3:00 PM Eastern, 2:00 Central time, 1:00 Mountain time.
2. All shipments outside the 48 continental states will be shipped from our El Segundo, California factory.
3. This map is for stocking pistons only. All custom pistons are shipped from our El Segundo, California factory.
4. UPS Red will assure next day delivery to any point in the conterminous 48 states. Saturday delivery available only in limited areas.

### CHECK THE OUTSTANDING FEATURES ON ALL ROSS STOCKING PISTONS:

1. Forced pin oilers.
2. Double Spiro Lox.
3. Radiused dome on most dome top models.
4. Balanced to  $\pm 2.5$  grams
5. Replacements available one at a time as needed.
6. Valve pocket designed to handle most camshaft applications and oversize valves.
7. Valve pocket angles "laid down" to work with most angle mill heads.
8. Improved skirt design allows ROSS stocking pistons to work properly under intense heat and tremendous side loads with out scuffing or splitting cylinder walls.
9. All ROSS stocking pistons include aircraft quality pins that are heat treated and end ground to work in full floated or press fit applications.
10. Most normally aspirated pistons are designed to operate at .004 piston skirt to cylinder wall clearance.
11. RINGS AVAILABLE FOR ALL STOCKING PISTONS.
12. Forged from 2618-T61 aluminum for ultimate strength and fatigue resistance.

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# STOCKING PISTONS



## CHEVROLET SMALL BLOCK

**ROSS HEAVY DUTY FLAT TOP  
22 OR 23 DEGREE HEADS**

ROSS heavy duty flat top pistons feature heavy duty design with moderate weight, and can be used with nitrous oxide systems below 250 horsepower. Will work with 22° and 23° valve pocket angle (stock Chev.), standard location or .060-.040 split heads, or Vortec Heads. **NOT RECOMMENDED FOR FORCED INDUCTION SYSTEMS** Pins included are .150 wall aircraft quality and are retained by double spiro lox or can be press fitted in rods.



BORE	STROKE	ROD LGTH	DOME CC	RING GROOVE	GRM WT	COMP HGHT	PART #
4.020	3.480	5.700	-4.0	1/16, 1/16, 3/16	505	1.568	94455
4.030	3.480	5.700	-4.0	1/16, 1/16, 3/16	514	1.568	90455
4.030	3.480	6.000	-4.0	1/16, 1/16, 3/16	469	1.268	90465
4.030	3.750	5.565	-4.0	1/16, 1/16, 3/16	514	1.568	90455
4.030	3.750	5.700	-4.0	1/16, 1/16, 3/16	490	1.433	90755
4.030	3.750	6.000	-4.0	1/16, 1/16, 1/8	486	1.133	90765
4.035	3.480	5.700	-4.0	1/16, 1/16, 3/16	509	1.568	92455
4.035	3.750	5.700	-4.0	1/16, 1/16, 3/16	493	1.433	94755
4.035	3.750	6.000	-4.0	1/16, 1/16, 1/8	492	1.133	94765
4.040	3.480	5.700	-4.0	1/16, 1/16, 3/16	526	1.568	91455
4.040	3.480	6.000	-4.0	1/16, 1/16, 3/16	458	1.268	91465
4.040	3.750	5.565	-4.0	1/16, 1/16, 3/16	526	1.568	91455
4.040	3.750	5.700	-6.0	1/16, 1/16, 3/16	479	1.420	99525
4.060	3.480	5.700	-4.0	1/16, 1/16, 3/16	534	1.568	93455
4.060	3.480	6.000	-4.0	1/16, 1/16, 3/16	472	1.268	93465
4.060	3.750	5.565	-4.0	1/16, 1/16, 3/16	534	1.568	93455
4.125	3.750	5.700	-4.0	1/16, 1/16, 3/16	483	1.433	97755
4.125	3.750	6.000	-4.0	1/16, 1/16, 1/8	432	1.133	97765
4.125	3.750	6.000	-6.0	1/16, 1/16, 3/16	439	1.125	99464 * N v
4.125	3.875	6.000	-6.0	1/16, 1/16, 3/16	422	1.062	99465 * N v
4.125	4.000	6.000	-6.0	1/16, 1/16, 3/16	412	1.000	99466 * N v
4.130	3.750	6.000	-6.0	1/16, 1/16, 3/16	441	1.125	99467 * N v
4.130	4.000	6.000	-6.0	1/16, 1/16, 3/16	415	1.000	99468 * N v
4.145	3.750	6.000	-6.0	1/16, 1/16, 3/16	448	1.125	99469 * N v
4.145	3.875	6.000	-6.0	1/16, 1/16, 3/16	432	1.062	99470 * N v
4.145	4.000	6.000	-6.0	1/16, 1/16, 3/16	420	1.000	99471 * N v

Continued

\* Includes oil ring support rails.

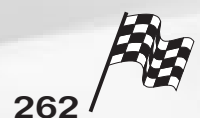
N Indicates new extra deck design with pin moved up for additional deck clearance.

v Will also work with 17° and 18° heads.

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### CHEVROLET SMALL BLOCK ROSS HEAVY DUTY FLAT TOP 22 OR 23 DEGREE HEADS, CONTINUED

BORE	STROKE	ROD LGTH	DOM CC	RING GROOVE	GRM WT	COMP HGHT	PART #
4.155	3.750	6.000	-4.0	1/16, 1/16, 3/16	402	1.120	90007 N
4.155	3.750	6.000	-6.0	1/16, 1/16, 3/16	454	1.125	99472 * N
4.155	3.480	5.700	-4.0	1/16, 1/16, 3/16	511	1.568	95455
4.155	3.480	6.000	-4.0	1/16, 1/16, 3/16	482	1.268	95465
4.155	3.750	5.565	-4.0	1/16, 1/16, 3/16	511	1.568	95455
4.155	3.750	5.700	-4.0	1/16, 1/16, 3/16	437	1.420	90008
4.155	3.750	5.700	-4.0	1/16, 1/16, 3/16	516	1.433	95755
4.155	3.750	6.000	-4.0	1/16, 1/16, 3/16	402	1.120	90007 N
4.155	3.750	6.000	-4.0	1/16, 1/16, 3/16	455	1.133	95765 N
4.155	3.875	6.000	-6.0	1/16, 1/16, 3/16	437	1.062	99473 * N
4.155	4.000	6.000	-6.0	1/16, 1/16, 3/16	422	1.000	99474 * N
4.165	3.750	5.700	-4.0	1/16, 1/16, 3/16	502	1.433	96755
4.165	3.750	6.000	-4.0	1/16, 1/16, 3/16	456	1.133	96765
4.165	3.750	6.000	-6.0	1/16, 1/16, 3/16	457	1.125	99475 * N
4.165	3.875	6.000	-6.0	1/16, 1/16, 3/16	441	1.062	99476 * N
4.165	4.000	6.000	-6.0	1/16, 1/16, 3/16	428	1.000	99477 * N

\* Includes oil ring support rails.

N Indicates new extra deck design with pin moved up for additional deck clearance.

### CHEVROLET SMALL BLOCK 350 BLOWN 8 TO 1 COMPRESSION

ROSS pistons listed in this section were designed for blown and turbo charged engines, and have thicker ring lands, more massive pin bosses and larger internal radii to withstand the additional cylinder pressure that forced induction engines put out. Ideal for street and marine applications, as well as drag racing. Pins included are .927 dia., 2.950 length, aircraft quality and are retained by double spiro lox or can be press fitted in rods. In extremely high horsepower applications ROSS taper bore pins are recommended. Ring grooves are 5/64, 5/64, 3/16. Lower compression ratio is achieved by utilizing more deck clearance than normal (flat top "down the hole"), and is based on 64 cc heads.



BORE	STROKE	ROD LGTH	GRM WT	COMP HGHT	PART #
4.030	3.480	5.700	525	1.455	90458

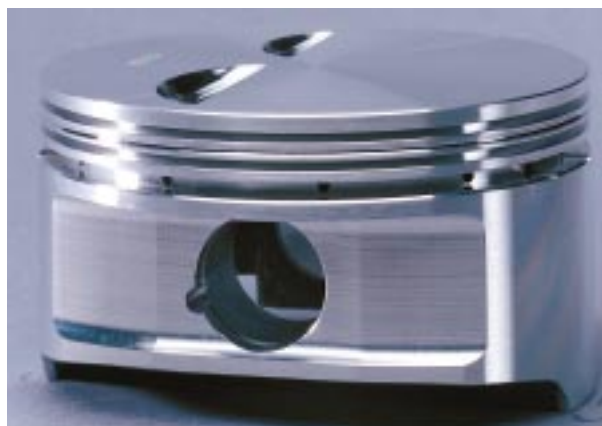
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# STOCKING PISTONS



## CHEVROLET SMALL BLOCK 350 LATE MODEL STOCK CAR CLASS ULTRA LITE WEIGHT FOR TWO BARREL APPLICATIONS

ROSS Late Model Stocker pistons are the lightest and strongest pistons available. All pistons in this product line have .175 deep intake valve pockets and .125 deep exhaust valve pockets for maximum compression, except part #99534 which has no valve pockets at all. Valve pockets can be re-cut to .280 intake depth and .250 exhaust by engine builder if necessary. Designed for 400 horsepower or less. Ring grooves are 1/16, 1/16, 3mm. Other features include .927 x 2.500 bearing pins which weigh only 99 grams (ROSS part number 927-06-25), pinfit, double spiro lox, split radius oil holes, double pin oilers, lock removal indents, and double traced side reliefs for minimum weight.



BORE	STROKE	ROD LGTH	GRM WT	COMP HGHT	PART #
4.030	3.480	5.700	412	1.550	99518
4.030	3.480	6.000	371	1.250	99523
4.030	3.480	6.250	335	1.015	99520 *
4.030	3.480	6.000	373	1.250	99534 #
4.035	3.480	5.700	410	1.550	99519
4.035	3.480	6.000	373	1.250	99516
4.035	3.480	6.250	335	1.015	99521 *
4.040	3.480	5.700	415	1.550	99515
4.040	3.480	6.000	371	1.250	99517
4.040	3.480	6.250	338	1.015	99522 *

# Indicates NO valve pockets.

\* Includes oil ring support rails.

### NOTES:

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## STOCKING PISTONS

### CHEVROLET SMALL BLOCK FLAT TOP 17 OR 18 DEGREE HEADS (ALSO FITS 22 OR 23 DEGREE HEADS)

ROSS flat top pistons manufactured on XL forgings feature heavy duty design with light weight, and can be used with nitrous oxide systems of up to 250 horsepower. Not recommended for use with forced induction systems. Designed for Dart, Brodix or Chevrolet "Bow-Tie" 17 or 18 degree heads. Will work with 22 or 23 degree heads, however, valve pockets will be extra deep which will work with very high lift cams at a slight sacrifice in compression. .927 x 2.950 standard pins included.



BORE	STROKE	ROD LGTH	DOME CC	RING GROOVE	GRM WT	COMP HGHT	PART #
4.040	3.750	5.700	-6.0	1/16, 1/16, 3/16	479	1.420	99525 N
4.125	3.750	6.000	-6.0	1/16, 1/16, 3/16	439	1.120	99464 * N
4.125	3.875	6.000	-6.0	1/16, 1/16, 3/16	422	1.062	99465 * N
4.125	4.000	6.000	-6.0	1/16, 1/16, 3/16	412	1.000	99466 * N
4.130	3.750	6.000	-6.0	1/16, 1/16, 3/16	441	1.120	99467 * N
4.130	3.875	6.000	-6.0	1/16, 1/16, 3/16	420	1.062	99508 * N
4.130	4.000	6.000	-6.0	1/16, 1/16, 3/16	415	1.000	99468 * N
4.145	3.750	6.000	-6.0	1/16, 1/16, 3/16	448	1.120	99469 * N
4.145	3.875	6.000	-6.0	1/16, 1/16, 3/16	432	1.062	99470 * N
4.145	4.000	6.000	-6.0	1/16, 1/16, 3/16	420	1.000	99471 * N
4.155	3.750	6.000	-6.0	1/16, 1/16, 3/16	454	1.120	99472 * N
4.155	3.875	6.000	-6.0	1/16, 1/16, 3/16	436	1.062	99473 * N
4.155	4.000	6.000	-6.0	1/16, 1/16, 3/16	419	1.000	99474 * N
4.165	3.750	6.000	-6.0	1/16, 1/16, 3/16	422	1.120	99475 * N
4.165	3.875	6.000	-6.0	1/16, 1/16, 3/16	414	1.062	99476 * N
4.165	4.000	6.000	-6.0	1/16, 1/16, 3/16	428	1.000	99477 * N

\* Includes oil ring support rails.

N Indicates new extra deck design with pin moved up for additional deck clearance.

**NOTES:**

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# STOCKING PISTONS



## CHEVROLET 350 SMALL BLOCK LUDICROUS LITENESS FLAT TOP, 22 OR 23 DEGREE HEADS

ROSS Ludicrous Litensness flat top pistons are absolutely the lightest, most dependable small block Chev. flat top pistons on the market. Will work with 22° or 23° valve pocket angle (stock Chev.), standard location or .060-.040 split heads. Not recommended for use with forced induction systems or nitrous. Pins included are 2.500 length, .150 wall, 120 gram weight aircraft quality and are retained by double spiro lox or can be press fitted in rods.



BORE	STROKE	ROD LGTH	DOME CC	RING GROOVE	GRM WT	COMP HGHT	PART #
4.003	3.480	5.700	-4.0	1/16, 1/16, 3/16	399	1.568	99456
4.003	3.480	6.000	-4.0	1/16, 1/16, 3/16	362	1.268	99166
4.020	3.480	5.700	-4.0	1/16, 1/16, 3/16	419	1.568	92456
4.020	3.480	6.000	-4.0	1/16, 1/16, 3/16	376	1.268	92466
4.030	3.480	5.700	-4.0	1/16, 1/16, 3/16	433	1.545	90002 N
4.030	3.480	5.700	-4.0	1/16, 1/16, 3/16	428	1.568	90456
4.030	3.480	5.700	-4.0	1/16, 1/16, 3/16	433	1.545	90002 N
4.030	3.480	5.700	-4.0	1/16, 1/16, 3mm	440	1.568	90926 †
4.030	3.480	6.000	-4.0	1/16, 1/16, 3/16	392	1.245	90003 N
4.030	3.480	6.000	-4.0	1/16, 1/16, 3/16	385	1.268	90466
4.030	3.480	6.000	-4.0	1/16, 1/16, 3/16	392	1.245	90003
4.030	3.480	6.000	-4.0	1/16, 1/16, 3mm	390	1.268	90956 †
4.030	3.480	6.125	-4.0	1/16, 1/16, 3/16	371	1.143	90416
4.030	3.480	6.125	-4.0	1/16, 1/16, 3mm	376	1.143	90426 †
4.030	3.480	6.250	-4.0	1/16, 1/16, 3/16	339	1.018	90446 *
4.030	3.480	6.250	-4.0	1/16, 1/16, 3mm	347	1.018	90436 * †
4.030	3.500	5.700	-4.0	1/16, 1/16, 3/16	433	1.550	90002
4.030	3.500	6.000	-4.0	1/16, 1/16, 3/16	392	1.245	90003
4.030	3.562	5.700	-4.0	1/16, 1/16, 3/16	437	1.527	90556
4.030	3.562	6.000	-4.0	1/16, 1/16, 3/16	399	1.227	90566
4.030	3.750	6.000	-4.0	1/16, 1/16, 1/8	373	1.133	90766
4.030	3.750	5.700	-4.0	1/16, 1/16, 3/16	424	1.433	90756
4.035	3.480	5.700	-4.0	1/16, 1/16, 3/16	424	1.550	94456
4.035	3.480	5.700	-4.0	1/16, 1/16, 3mm	425	1.568	90936 †
4.035	3.480	6.000	-4.0	1/16, 1/16, 3/16	379	1.268	94466
4.035	3.480	6.125	-4.0	1/16, 1/16, 3/16	371	1.143	90476

\* Includes oil ring support rails.

N Indicates new extra deck design with pin moved up for additional deck clearance.

† Piston Kit with rings.

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### CHEVROLET 350 SMALL BLOCK LUDICROUS LITENESS FLAT TOP, CONTINUED 22 OR 23 DEGREE HEADS

BORE	STROKE	ROD LGTH	DOM CC	RING GROOVE	GRM WT	COMP HGHT	PART #
4.035	3.480	6.125	-4.0	1/16, 1/16, 3mm	360	1.143	90486 †
4.035	3.480	6.250	-4.0	1/16, 1/16, 3mm	345	1.018	91426 * †
4.035	3.480	6.250	-4.0	1/16, 1/16, 3mm	346	1.018	91416 * †
4.035	3.480	6.000	-4.0	1/16, 1/16, 3mm	401	1.268	90966 †
4.040	3.480	5.700	-4.0	1/16, 1/16, 3/16	437	1.568	91456
4.040	3.480	5.700	-4.0	1/16, 1/16, 3/16	434	1.545	90006 N
4.040	3.480	5.700	-4.0	1/16, 1/16, 3mm	442	1.568	90946 †
4.040	3.480	6.000	-4.0	1/16, 1/16, 3mm	382	1.268	90976 †
4.040	3.480	6.125	-4.0	1/16, 1/16, 3/16	372	1.143	90496
4.040	3.480	6.125	-4.0	1/16, 1/16, 3mm	362	1.125	90406 †
4.040	3.480	6.250	-4.0	1/16, 1/16, 3/16	341	1.018	90906 *
4.040	3.480	6.250	-4.0	1/16, 1/16, 3mm	344	1.018	90916 * †
4.040	3.480	6.000	-4.0	1/16, 1/16, 3/16	392	1.268	91466
4.040	3.500	5.700	-4.0	1/16, 1/16, 3/16	434	1.545	90006 N
4.040	3.750	5.700	-4.0	1/16, 1/16, 3/16	432	1.433	90754
4.060	3.480	5.700	-4.0	1/16, 1/16, 3/16	455	1.545	90011 N
4.060	3.480	5.700	-4.0	1/16, 1/16, 3/16	449	1.568	93456
4.060	3.480	6.000	-4.0	1/16, 1/16, 3/16	416	1.268	93466

\* Includes oil ring support rails.

N Indicates new extra deck design with pin moved up for additional deck clearance.

† Piston kit with rings.

### CHEVROLET 350 SMALL BLOCK 11 TO 1 COMPRESSION RATIO 22 OR 23 DEGREE HEADS

ROSS 11 to 1 compression ratio pistons are designed for street, strip, or track where minimum weight is desirable. Not suitable for nitrous or forced induction. Will work with 22° or 23° valve pocket angle or straight plug heads with standard location or .060 - .040 split. Compression ratio based on 64 cc heads and .050 piston to head clearance. Ring grooves 1/16, 1/16, 3/16. Pins included are .927-01-25.



BORE	STROKE	ROD LGTH	DOM CC	GRM WT	COMP HGHT	PART #
4.030	3.480	5.700	2.7	459	1.568	90453

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# STOCKING PISTONS



## CHEVROLET SMALL BLOCK 12.5 TO 1 COMPRESSION RATIO 22 OR 23 DEGREE HEADS

ROSS 12.5 to 1 compression ratio pistons feature special hollow dome forgings for maximum strength with minimum weight. Will work with 22° or 23° valve pocket angle (stock Chev.), standard location or .060-.040 split angle plug heads. Straight plug heads require slight hand fitting. Suitable for nitrous systems of 200 horsepower or less. Aircraft quality pins included are .150 wall and are retained by double spiro lox or can be press fitted in rods. Ring grooves 1/16, 1/16, 3/16, except as noted.



MAKE	BORE	STROKE	ROD LGTH	DOME CC	PIN LGTH	GRM WT	COMP HGHT	PART #
327	4.030	3.250	5.700	15.2	2.500	535	1.683	90251
327	4.030	3.250	6.000	15.2	2.500	490	1.383	90261
327	4.060	3.250	5.700	15.2	2.500	554	1.683	93251
350	4.003	3.480	5.700	15.2	2.500	465	1.568	99451
350	4.003	3.480	6.000	15.2	2.500	484	1.268	99461
350	4.010	3.625	6.000	13.0	2.500	465	1.196	90611
350	4.020	3.480 ^	5.700	15.2	2.500	498	1.568	92451
350	4.020	3.480	6.000	15.2	2.500	466	1.268	92461
350	4.020	3.480	6.000	14.0	2.950	427	1.250	99563
350	4.020	3.625	6.000	13.0	2.500	460	1.196	92661
350	4.030	3.480 ^	5.700	15.2	2.500	510	1.545	90013
350	4.030	3.480	5.700	15.2	2.500	530	1.568	90451
350	4.030	3.480	5.700	14.0	2.950	479	1.560	99571
350	4.030	3.480 ^	6.000	15.2	2.500	473	1.245	90004
350	4.030	3.480	6.000	15.2	2.500	484	1.268	90461
350	4.030	3.480	6.000	14.0	2.950	432	1.250	99564
350	4.030	3.500	5.700	15.2	2.500	510	1.545	90013
350	4.030	3.500	6.000	15.2	2.500	473	1.245	90004
350	4.030	3.562	5.700	13.0	2.500	524	1.527	90551
350	4.030	3.562	6.000	13.0	2.500	474	1.227	90561
350	4.030	3.625	5.700	13.0	2.500	488	1.496	90651
350	4.030	3.625	6.000	13.0	2.500	466	1.196	90661
350	4.030	3.625	6.000	12.0	2.950	411	1.187	99562

Continued

+ Indicates that 1/16, 1/16, 1/8 ring grooves are utilized.

N Indicates new extra deck design with pin moved up for additional deck clearance.

\* Includes oil ring support rails.

^ Will also work with 3.500 inch stroke.

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### CHEVROLET SMALL BLOCK 12.5 TO 1 COMPRESSION RATIO, CONTINUED 22 OR 23 DEGREE HEADS

MAKE	BORE	STROKE	ROD LGTH	DOM CC	PIN LGTH	GRM WT	COMP HGHT	PART #
350	4.030	3.750	5.700	11.0	2.500	512	1.433	90751
350	4.030	3.750	5.700	11.0	2.950	454	1.425	99568
350	4.030	3.750	6.000	11.0	2.500	466	1.133	90761 +
350	4.030	3.750	6.000	11.0	2.950	409	1.125	99559 *
350	4.035	3.480	5.700	15.2	2.500	508	1.568	94451
350	4.035	3.480	5.700	14.0	2.950	482	1.560	99572
350	4.035	3.480	6.000	15.2	2.500	475	1.268	94461
350	4.035	3.480	6.000	14.0	2.950	434	1.250	99565
350	4.040	3.480	5.700	15.2	2.500	494	1.568	91451
350	4.040	3.480	6.000	15.2	2.500	499	1.268	91461
350	4.040	3.480	5.700	14.0	2.950	482	1.560	99573
350	4.040	3.480	6.000	14.0	2.950	435	1.250	99566
350	4.040	3.750	5.700	11.0	2.500	515	1.433	91751
350	4.040	3.750	5.700	11.0	2.950	461	1.425	99569
350	4.040	3.750	6.000	11.0	2.500	469	1.133	90757 +
350	4.040	3.750	6.000	11.0	2.950	415	1.125	99560 *
350	4.060	3.480	5.700	14.0	2.950	483	1.560	99574
350	4.060	3.480	5.700	15.2	2.500	528	1.568	93451
350	4.060	3.480	6.000	14.0	2.950	439	1.250	99567
350	4.060	3.480	6.000	14.8	2.500	485	1.268	93461
350	4.060	3.750	5.700	11.0	2.950	469	1.425	99570
350	4.060	3.750	6.000	11.0	2.950	422	1.125	99561 *
400	4.125	3.480	5.700	11.0	2.500	557	1.568	97451
400	4.125	3.480	6.000	11.0	2.500	510	1.268	97461
400	4.125	3.750	5.700	5.0	2.500	518	1.433	97751
400	4.125	3.750	6.000	5.0	2.500	460	1.133	97761 +
400	4.155	3.250	5.700	15.2	2.500	556	1.683	95251
400	4.155	3.250	6.000	15.2	2.500	536	1.383	95261
400	4.155	3.300	6.000	12.0	2.950	525	1.345	99489
400	4.155	3.480	5.700	11.0	2.500	547	1.568	95451
400	4.155	3.480 ^	6.000	11.0	2.500	518	1.245	90010 N
400	4.155	3.480	6.000	11.0	2.500	512	1.268	95461
400	4.155	3.480 ^	6.000	11.0	2.500	512	1.245	90010 N
400	4.155	3.562	5.700	11.0	2.500	523	1.527	95551
400	4.155	3.562	6.000	11.0	2.500	497	1.227	95561

Continued

+ Indicates that 1/16, 1/16, 1/8 ring grooves are utilized.

N Indicates new extra deck design with pin moved up for additional deck clearance.

\* Includes oil ring support rails.

^ Will also work with 3.500 inch stroke.

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# STOCKING PISTONS



## CHEVROLET SMALL BLOCK 12.5 TO 1 COMPRESSION RATIO, CONTINUED 22 OR 23 DEGREE HEADS

MAKE	BORE	STROKE	ROD LGTH	DOM CC	PIN LGTH	GRM WT	COMP HGHT	PART #
400	4.155	3.625	5.700	11.0	2.500	538	1.496	95651
400	4.155	3.625	6.000	9.0	2.500	498	1.196	95661 N
400	4.155	3.750	5.700	4.5	2.500	468	1.420	90009
400	4.155	3.750	5.700	4.5	2.500	536	1.433	95751
400	4.155	3.750	5.850	4.5	2.500	509	1.283	95781 N
400	4.155	3.750	6.000	4.5	2.500	433	1.120	90001 +
400	4.155	3.750	6.000	4.5	2.500	477	1.133	95761 +
400	4.155	3.875	6.000	3.0	2.500	474	1.071	95861 *
400	4.155	4.000	6.000	1.0	2.500	456	1.008	95961 *
400	4.165	3.480	5.700	11.0	2.500	564	1.568	96451
400	4.165	3.480	6.000	11.0	2.500	516	1.268	96461
400	4.165	3.562	5.700	11.0	2.500	543	1.527	96551
400	4.165	3.562	6.000	11.0	2.500	508	1.227	96561
400	4.165	3.625	5.700	9.0	2.500	545	1.496	96651
400	4.165	3.625	6.000	9.0	2.500	494	1.196	96661
400	4.165	3.750	5.700	4.5	2.500	526	1.433	96751
400	4.165	3.750	5.850	4.5	2.500	506	1.283	96781 N
400	4.165	3.750	6.000	4.5	2.500	442	1.120	90014 +
400	4.165	3.750	6.000	4.5	2.500	463	1.133	96761 +
400	4.165	3.876	6.000	3.0	2.500	481	1.071	96861 *

- + Indicates that 1/16, 1/16, 1/8 ring grooves are utilized.
- N Indicates new extra deck design with pin moved up for additional deck clearance.
- \* Includes oil ring support rails.
- ^ Will also work with 3.500 inch stroke.

**NOTES:** \_\_\_\_\_

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### CHEVROLET SMALL BLOCK DOME TOP 17 OR 18 DEGREE HEADS

ROSS dome top pistons are machined on our new XL series forging for minimum weight and maximum strength. Domes feature net effective dome cc as listed in DOME CC column. Pistons can be remachined to lower dome to flat top by customer if desired. Pins are .927 dia., 2.950 length, .150 wall, 141 gram weight aircraft quality and are retained by double spiro lox or can be press fitted in rods. Not recommended for use with forced induction system or nitrous above 250HP



BORE	STROKE	ROD LGTH	DOME CC	RING GROOVE	GRM WT	COMP HGHT	PART #
4.003	3.480 ^	6.000	8	1/16, 1/16, 3/16	439	1.255	99478
4.020	3.480 ^	6.000	8	1/16, 1/16, 3/16	444	1.255	99479
4.030	3.480 ^	6.000	8	1/16, 1/16, 3/16	451	1.255	99480
4.035	3.480 ^	6.000	8	1/16, 1/16, 3/16	454	1.255	99481
4.040	3.480 ^	6.000	8	1/16, 1/16, 3/16	457	1.255	99482
4.125	3.750	6.000	5	1/16, 1/16, 3/16	468	1.120	99483 *
4.125	3.800	6.000	5	1/16, 1/16, 3/16	462	1.100	99484 *
4.130	3.750	6.000	5	1/16, 1/16, 3/16	469	1.120	99485 *
4.130	3.800	6.000	5	1/16, 1/16, 3/16	462	1.100	99486 *
4.145	3.750	6.000	5	1/16, 1/16, 3/16	476	1.120	99487 *
4.145	3.800	6.000	5	1/16, 1/16, 3/16	471	1.100	99488 *
4.155	3.300	6.000	5	1/16, 1/16, 3/16	526	1.345	99489
4.155	3.750	6.000	5	1/16, 1/16, 3/16	481	1.120	99490 *
4.155	3.800	6.000	5	1/16, 1/16, 3/16	473	1.100	99491 *
4.165	3.750	6.000	5	1/16, 1/16, 3/16	485	1.120	99492 *
4.165	3.800	6.000	5	1/16, 1/16, 3/16	478	1.100	99493 *

^ Will also work with 3.500 inch stroke.

\* Includes oil ring support rails.

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# STOCKING PISTONS



## CHEVROLET SMALL BLOCK 13/13.5 TO 1 COMPRESSION RATIO 22 OR 23 DEGREE HEADS

ROSS 13 to 1 compression ratio pistons feature hollow dome forgings for the lightest and strongest design available. Will work with 22° or 23° valve pocket angle (stock Chev.), standard location or .060-.040 split angle plug heads. Straight plug heads require slight hand fitting. Pins included are .150 wall, aircraft quality and are retained by double spiro lox or can be press fitted in rods. Compression ratio based on 64cc heads and .050 piston to head clearance (deck and gasket combined). Ring grooves 1/16, 1/16, 3/16.



ROSS

BORE	STROKE	ROD LGTH	DOM CC	DOM HGT	GRM WT	COMP HGT	PIN LGTH	PART #
4.030	3.480	5.700	15.2	.550	446	1.568	2.500	90452 N •
4.030	3.480	6.000	15.2	.550	421	1.245	2.500	90005 N •
4.030	3.480	6.000	15.2	.550	408	1.268	2.500	90462 N •
4.040	3.480	5.700	15.2	.550	446	1.568	2.500	91452 N •
4.040	3.480	6.000	15.2	.550	397	1.268	2.500	91462 N •
4.060	3.480	5.700	15.2	.550	452	1.568	2.500	93452 N
4.060	3.480	6.000	15.2	.550	398	1.268	2.500	93462 N
4.125	3.800	6.000	13.0	.350	456	1.100	2.950	90019 *
4.125	4.000	6.000	9.5	.225	423	1.000	2.950	90015 * &
4.130	3.800	6.000	13.0	.350	453	1.100	2.950	90020 * &
4.130	4.000	6.000	9.5	.225	423	1.000	2.950	90016 * &
4.145	3.800	6.000	13.0	.300	457	1.100	2.950	90021 * &
4.145	4.000	6.000	9.5	.225	430	1.000	2.950	90017 * &
4.155	3.800	6.000	13.0	.300	462	1.100	2.950	90022 * &
4.155	4.000	6.000	9.5	.225	435	1.000	2.950	90018 * &

& Indicates 13.5 to 1 compression.

N Indicates new extra deck design with pin moved up for additional deck clearance.

\* Includes oil ring support rails.

• Drag Ross design not recommended for circle track or other endurance applications.

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### CHEVROLET BIG BLOCK CLOSED CHAMBER AND OPEN CHAMBER BLOWN

ROSS pistons listed in this section are designed for blown and turbo charged engines, and have thicker ring lands, more massive pin bosses and larger internal radii to withstand the additional cylinder pressure that forced induction engines put out. Ideal for street and marine applications, as well as drag racing. Pins included are .990 dia., 2.930 length, .150 wall, 149 gram weight, aircraft quality, and are retained by double spiro lox or can be press fitted in rods. In extremely high horsepower applications ROSS taper bore pins (part #990-04-29) are recommend. Ring grooves 5/64, 5/64, 3/16 (except as indicated). Lower compression ratio is achieved by utilizing more deck clearance than normal (flat top "down the hole").



BORE	STROKE	ROD LGTH	HEAD CC	COMP RATIO	GRM WT	COMP HGHT	PART #
4.280	4.000	6.135	109	8.0	633	1.614	83068
4.280	4.000	6.135	118	7.6	633	1.614	83068
4.280	4.000	6.385	109	8.0	565	1.365	82016 *
4.280	4.000	6.385	118	7.6	565	1.365	82016 *
4.310	4.000	6.135	109	7.0	638	1.609	86068
4.310	4.000	6.135	118	7.8	638	1.609	86068
4.310	4.000	6.385	109	8.0	580	1.365	82017 *
4.310	4.000	6.385	118	7.8	580	1.365	82017 *
4.500	4.000	6.135	118	8.5	685	1.648	85065
4.500	4.000	6.385	118	8.5	655	1.398	85365 +

+Indicates that 1/16, 1/16, 3/16 ring grooves are utilized.

\*Includes Oil Ring support rails

**NOTES:**

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# STOCKING PISTONS



## CHEVROLET 454 BIG BLOCK CLOSED CHAMBER AND OPEN CHAMBER FLAT TOP

ROSS flat top big block pistons listed in this section feature special flat top forgings for maximum strength with minimum weight. Will work with open or closed chamber heads. Suitable for nitrous systems of 250 horsepower or less. **NOT RECOMMENDED FOR HEAVILY BLOWN OR SUPERCHARGED APPLICATIONS.** For blown engines see Chev. Big Block Blower section. Ideal for street and marine applications. Pins included are .990 dia., 2.930 length, .150 wall, 149 gram weight, aircraft quality and are retained by double spiro lox or can be press fitted in rods. Pin location (compression height) used on this piston will give .017 deck in new (9.800" tall) block. Ring grooves 1/16, 1/16, 3/16. These pistons have a 9.25 to 1 compression ratio with late model Vortec heads.



BORE	STROKE	ROD LGTH	HEAD CC	GRM WT	COMP HGHT	PART #
4.280	4.000	6.135	-3.0	603	1.648	83066
4.310	4.000	6.135	-3.0	611	1.648	86066
4.500	4.000	6.135	-3.0	643	1.648	85066

## CHEVROLET BIG BLOCK 9 TO 1 OPEN CHAMBER

ROSS 9 to 1 compression ratio big block pistons listed in this section feature special forgings for maximum strength. Will work with open chamber heads. Suitable for nitrous systems of 300 horsepower or less. Pins included are .990 dia., 2.930 length, .150 wall, 149 gram weight, aircraft quality and are retained by double spiro lox or can be press fitted in rods. Compression ratio based on 118 cc heads and .050 piston to deck clearance (deck and gasket combined). Ring grooves 1/16, 1/16, 3/16.



BORE	STROKE	ROD LGTH	HEAD CC	GRM WT	COMP HGHT	PART #
4.280	4.000	6.135	22.0	688	1.648	83069
4.310	4.000	6.135	22.0	699	1.648	88767

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### CHEVROLET 454 BIG BLOCK OPEN CHAMBER 11 TO 1 COMPRESSION RATIO

ROSS 11 to 1 compression ratio big block pistons listed in this section feature special hollow dome forgings for maximum strength with minimum weight. Will work with open chamber heads. Suitable for nitrous systems of 250 horsepower or less. Pins included are .990 dia., 2.930 length, .150 wall, 149 gram weight, aircraft quality and are retained by double spiro lox or can be pressed fitted in rods. Compression ratio is based on 118 cc heads and .050 piston to head clearance (deck and gasket combined). Ring grooves 1/16, 1/16, 3/16.



BORE	STROKE	ROD LGTH	DOVE CC	DOVE HGHT	GRM WT	COMP HGHT	PART #
4.280	4.000	6.135	41.0	.500	607	1.648	83063
4.310	4.000	6.135	41.0	.500	603	1.648	86063

### CHEVROLET BIG BLOCK OPEN CHAMBER 12 TO 1 COMPRESSION RATIO

ROSS 12 to 1 compression ratio big block pistons listed in this section feature special hollow dome forgings for maximum strength with minimum weight. Will work with open chamber heads (except for part numbers 83762 and 86762), however, they will be 13 to 1 compression ratio. Suitable for nitrous systems of 250 horsepower or less. Pins included are .990 dia., 2.930 length, .150 wall, 149 gram weight, aircraft quality are retained by double spiro lox or can be pressed fitted in rods. Compression ratio is based on 118 cc heads and .050 piston to head clearance (deck and gasket combined). Ring grooves 1/16, 1/16, 3/16.



BORE	STROKE	ROD LGTH	DOVE CC	DOVE HGHT	GRM WT	COMP HGHT	PART #
4.280	3.760	6.135	51.0	.700	648	1.768	83762
4.310	3.760	6.135	51.0	.700	661	1.768	86762
4.280	4.000	6.135	36.0	.700	607	1.648	83064
4.310	4.000	6.135	36.0	.700	605	1.648	86064
4.320	4.000	6.135	36.0	.700	613	1.648	99556
4.350	4.000	6.135	36.0	.700	618	1.648	99557
4.375	4.000	6.135	36.0	.700	646	1.648	88064
4.375	3.760	6.135	36.0	.700	673	1.768	88764

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# STOCKING PISTONS



## CHEVROLET BIG BLOCK OPEN CHAMBER 13 TO 1 COMPRESSION RATIO

ROSS 13 to 1 compression ratio big block pistons listed in this section feature special hollow dome forgings for maximum strength with minimum weight. Will work with open chamber heads. Suitable for nitrous systems of 250 horsepower or less. Pins included are .990 dia., 2.930 length, .150 wall, 149 gram weight, aircraft quality and are retained by double spiro lox or can be pressed fitted in rods. Compression ratio is based on 118 cc heads and .050 piston to head clearance (deck and gasket combined). Ring grooves 1/16, 1/16, 3/16.



BORE	STROKE	ROD LGTH	DOME CC	DOME HGHT	GRM WT	COMP HGHT	PART #
4.280	4.000	6.135	51.0	.700	621	1.648	83062
4.280	4.000	6.385	51.0	.700	595	1.398	83032
4.280	4.000	6.535	51.0	.700	561	1.245	99549 *
4.280	4.250	6.135	51.0	.700	593	1.523	83462
4.280	4.250	6.385	51.0	.700	566	1.273	83432
4.280	4.250	6.535	51.0	.700	529	1.120	99546 *
4.310	4.000	6.135	51.0	.700	657	1.635	80001
4.310	4.000	6.135	51.0	.700	653	1.648	86062
4.310	4.000	6.385	51.0	.600	602	1.398	86032
4.310	4.000	6.535	51.0	.700	529	1.245	99550 *
4.310	4.250	6.135	50.0	.700	650	1.523	86462
4.310	4.250	6.385	50.0	.640	565	1.273	99510 *
4.310	4.250	6.385	51.0	.700	564	1.273	86432
4.310	4.250	6.535	51.0	.700	574	1.120	99547 *
4.320	3.760	6.135	51.0	.700	656	1.768	99554
4.320	4.000	6.535	51.0	.700	536	1.245	99551 *
4.320	4.250	6.535	51.0	.700	513	1.120	99548 *
4.350	3.760	6.135	51.0	.700	674	1.768	99555
4.350	4.000	6.135	51.0	.700	656	1.648	87062
4.350	4.000	6.385	51.0	.700	593	1.398	87432
4.350	4.000	6.535	51.0	.700	544	1.245	99552 *
4.350	4.250	6.385	51.0	.700	602	1.273	99509
4.350	4.250	6.535	51.0	.700	545	1.120	99553 *
4.375	4.000	6.135	51.0	.700	630	1.648	99611
4.375	4.000	6.135	51.0	.700	639	1.648	88062
4.375	4.000	6.385	51.0	.700	621	1.398	88032
4.375	4.000	6.385	51.0	.700	604	1.398	99623
4.375	4.250	6.135	49.0	.600	622	1.523	99622
4.375	4.250	6.385	49.0	.600	568	1.273	88432 *

Continued

\* Includes oil support rails.

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# CHEVROLET BIG BLOCK

# STOCKING PISTONS

## OPEN CHAMBER

## 13 TO 1 COMPRESSION RATIO, CONTINUED

BORE	STROKE	ROD LGTH	DOM CC	DOM HGHT	GRM WT	COMP HGHT	PART #
4.375	4.250	6.385	49.0	.600	564	1.273	99624 *
4.500	4.000	6.135	51.0	.700	656	1.648	85062
4.500	4.000	6.385	51.0	.700	703	1.398	85032
4.500	4.250	6.135	49.0	.600	717	1.523	85462
4.500	4.250	6.385	45.0	.500	558	1.273	99512 *
4.500	4.250	6.385	49.0	.600	580	1.273	85432 *
4.530	4.000	6.135	51.0	.700	670	1.648	82014
4.530	4.000	6.385	46.5	.700	642	1.398	82015
4.530	4.250	6.385	45.0	.500	560	1.273	99513 *
4.560	4.000	6.385	49.0	.700	631	1.398	88766
4.560	4.000	6.535	45.0	.500	594	1.245	99776
4.560	4.250	6.385	45.0	.500	572	1.273	99514 *
4.560	4.250	6.385	49.0	.600	596	1.273	88765 *
4.560	4.250	6.535	40.5	.500	552	1.120	99775 *
4.600	4.000	6.535	45.0	.500	607	1.245	99778 *
4.600	4.250	6.535	45.0	.500	580	1.120	99777 *
4.625	4.000	6.535	45.0	.500	618	1.245	99779 *
4.625	4.250	6.535	45.0	.500	592	1.120	99781 *

\* Includes oil support rails.

## CHEVROLET BIG BLOCK CLOSED CHAMBER 13 TO 1 COMPRESSION RATIO

ROSS 13 to 1 compression ratio big block pistons listed in this section feature special hollow dome forgings for maximum strength with minimum weight. Will work with open chamber heads, however, will be approximately 12 to 1 compression. Designed for intake valves up to 2.300 dia. and exhaust valves up to 2.050 dia. Suitable for nitrous systems of 150 horsepower or less. Pins included are .990 dia., 2.930 length, .150 wall, 149 gram weight, aircraft quality and are retained by double spiro lox or can be pressed fitted in rods. Compression ratio is based on 107 cc heads and .050 piston to head clearance (deck and gasket combined). Ring grooves 1/16, 1/16, 3/16.



MAKE	BORE	STROKE	ROD LGTH	DOM CC	DOM HGTH	GRM WT	COMP HGHT	PART #
427	4.280	3.760	6.135	36.0	.700	637	1.768	83764
427	4.310	3.760	6.135	36.0	.700	644	1.768	86764
427	4.375	3.760	6.135	36.0	.700	673	1.768	88764
454	4.280	4.000	6.385	36.0	.700	563	1.398	82011
454	4.280	4.000	6.135	36.0	.700	607	1.648	83064
454	4.310	4.000	6.135	36.0	.700	605	1.648	86064
454	4.310	4.000	6.385	36.0	.700	559	1.398	82012
454	4.320	4.000	6.135	36.0	.700	613	1.648	99556
454	4.350	4.000	6.135	36.0	.700	618	1.648	99557
454	4.375	4.000	6.135	36.0	.700	646	1.648	88064

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# STOCKING PISTONS



## CHEVROLET 409 10.5 TO 1 COMPRESSION RATIO

ROSS 409 Chevrolet pistons are ideal for street or strip applications, suitable for nitrous systems of 250 horsepower or less. Pins included are .990 diameter, 2.930 length, .150 wall, 149 gram weight, aircraft quality, and are retained by double spiro lox or can be press fitted in rods. Ring grooves 5/64, 5/64, 3/16.



BORE	STROKE	ROD LGTH	DOVE CC	GRM WT	COMP HGHT	PART #
4.342	3.500	6.010	450	805	1.823	83561

## CHRYSLER "A" BLOCK

ROSS "A" block pistons are ideal for many applications. Not recommended for nitrous systems over 250 horsepower or blowers producing more than 5 psi. Compression ratio based on 64 cc. Ring grooves 1/16, 1/16, 3/16. Designed to have .017 deck with uncut block. Dome top piston will be 10.5 to 1 with 72cc heads and block that has not been cut down on deck surface.



MAKE	BORE	STROKE	ROD LGTH	COMP RATIO	PIN LGTH	GRM WT	COMP HGHT	PART #
340	4.070	3.310	6.123	FT	2.500	521	1.804	99625
340	4.070	3.310	6.123	12.5	2.500	568	1.804	99626
360	4.030	3.580	6.123	FT	2.500	484	1.669	99627
360	4.030	3.580	6.123	12.5	2.500	518	1.669	99628
340	4.070	4.000	6.123	9.5	2.500	488	1.459	99786
340	4.070	4.000	6.123	12.5	2.500	509	1.459	99788
360	4.030	4.000	6.123	9.5	2.500	469	1.459	99787
360	4.030	4.000	6.123	12.5	2.500	486	1.459	99789

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### CHRYSLER BIG BLOCK OPEN CHAMBER AND CLOSED CHAMBER FLAT TOP

ROSS flat top big block Chrysler pistons listed in this section feature special flat top forgings for maximum strength with minimum weight. Will work with open chamber or closed chamber heads. Suitable for nitrous systems of 250 horsepower or less. NOT RECOMMENDED FOR HEAVILY BLOWN OR SUPERCHARGED APPLICATIONS. Ideal for high performance applications where a flat top piston is desirable. Pins included are aircraft quality and are retained by double spiro lox or can be press fitted in rods. Pin location (compression height) used on these pistons will give .017 deck clearance in a new 9.980 tall 400 or a 10.725 tall 440 block. Ring grooves 1/16, 1/16, 3/16.



BUSHINGS TO REDUCE ROD PIN HOLE TO .990 DIAMETER AVAILABLE.

BLOCK	BORE	STROKE	ROD LGTH	DOME CC	PIN DIA	GRM WT	COMP HGHT	PART #
400	4.360	3.915	6.535	-4.0	.990	562	1.471	99537
400	4.375	3.750	6.358	-4.0	.990	614	1.728	99536
400	4.375	3.750	6.768	-4.0	.990	531	1.320	99495
400	4.375	3.750	6.768	-4.0	1.094	524	1.320	99494
400	4.375	3.750	6.358	-4.0	1.094	608	1.728	99535
400	4.375	3.915	6.535	-4.0	.990	572	1.471	99538
400	4.375	3.915	6.768	-4.0	.990	520	1.238	99496*
400	4.375	4.150	6.768	-4.0	.990	492	1.120	99497
440	4.350	3.750	6.768	-4.0	.990	658	2.065	99539
440	4.350	3.750	6.768	-4.0	1.094	668	2.065	82008
440	4.350	4.150	6.768	-4.0	.990	605	1.865	99498
440	4.360	3.750	6.768	-4.0	.990	675	2.065	99763
440	4.360	3.750	6.768	-4.0	1.094	669	2.065	82009
440	4.360	4.150	6.768	-4.0	.990	622	1.865	99524
440	4.375	3.750	6.768	-4.0	.990	688	2.065	99764
440	4.375	3.750	6.768	-4.0	1.094	657	2.065	82010
440	4.375	4.150	6.768	-4.0	.990	613	1.865	99540

\* Includes oil ring support rails

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# STOCKING PISTONS



## CHRYSLER BIG BLOCK OPEN CHAMBER AND CLOSED CHAMBER 12.8 TO 1 COMPRESSION CLOSED CHAMBER 11.5 TO 1 COMPRESSION OPEN CHAMBER

ROSS dome top big block Chrysler Pistons listed in this section feature special hollow dome forgings for maximum strength with minimum weight. Will work with open or closed chamber heads. Suitable for nitrous systems of 250 horsepower or less. NOT RECOMMENDED FOR HEAVILY BLOWN OR SUPERCHARGED APPLICATIONS. Compression ratio is based on 86 cc heads open chamber, 76 cc closed chamber. Pins included are aircraft quality and are retained by double spiro lox or can be press fitted in rods. Pin location (compression height) used on these pistons will give .017 deck clearance in a new 9.980 400 block, or a 10.725 tall 440 block. Ring grooves 1/16, 1/16, 3/16.



BUSHINGS TO REDUCE ROD PIN HOLE TO .990 DIAMETER AVAILABLE.

ROSS

BLOCK	BORE	STROKE	ROD LGTH	DOMES CC	PIN DIA	COMP HGHT	GRM WT	PART #
400	4.375	3.750	6.768	14.0	.990	1.320	551	99499
400	4.375	3.750	6.768	14.0	1.094	1.320	537	99500
440	4.350	3.750	6.768	14.0	.990	2.065	686	99501
440	4.350	3.750	6.768	14.0	1.094	2.065	676	80762
440	4.350	3.750	6.768	14.0	1.094	2.065	707	80761
440	4.350	4.150	6.768	14.0	.990	1.865	643	99542
440	4.350	4.150	6.768	14.0	1.094	1.865	640	99543
440	4.360	3.750	6.768	14.0	1.094	2.065	646	81762
440	4.360	3.750	6.768	14.0	.990	2.065	660	99782
440	4.360	3.750	6.768	14.0	1.094	2.065	705	81761
440	4.375	3.750	6.768	14.0	.990	2.065	714	99503
440	4.375	3.750	6.768	14.0	1.094	2.065	662	82007
440	4.375	4.150	6.768	14.0	.990	1.865	660	99545
440	4.375	4.150	6.768	14.0	1.094	1.865	657	99544

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## FORD 2000 AND 2300 4 CYLINDER

ROSS 2000/2300 pistons listed in this section are machined on our HS 362 forging for maximum strength and minimum weight. Part numbers with asterisk (\*) use oil ring support rails which are included. Appropriate size aircraft quality pins and fit included. Deck clearance approximately .017 with uncut block.

BLOCK	BORE	STROKE	ROD LGTH	PIN DIA	RING GROOVE	GRM WT	COMP HGHT	PART #
2000	3.605	3.030	4.990	.944	1/16, 1/16, 1/8	385	1.653	80005
2000	3.605	3.030	5.700	.927	1/16, 1/16, 3/16	383	.943	80075 *
2000	3.625	3.030	4.990	.944	1/16, 1/16, 3/16	387	1.653	82005
2300	3.799	3.130	5.205	.912	1/16, 1/16, 3/16	413	1.585	82125
2300	3.811	3.130	5.205	.912	1/16, 1/16, 3/16	421	1.585	80125
2300	3.811	3.130	5.700	.927	1/16, 1/16, 3/16	341	1.086	80175 *
2300	3.821	3.130	5.201	.912	1/16, 1/16, 3/16	423	1.585	81125
2300	3.821	3.130	5.700	.927	1/16, 1/16, 3/16	343	1.088	81175 *

\* Includes oil ring support rails.

## FLATHEAD FORD/MERCURY

At last, a faithful reproduction of Art Sparks' original forged flat head design. Machined on special ROSS flat head forgings for maximum strength and minimum weight. All pistons in this section include aircraft quality pins weighing 120 grams which are retained by spiro lox. All flat head pistons are machined for 3/32, 3/32, 5/32 (stock size) rings. Top ring land is .280 wide to accommodate relieved blocks. Genuine GRANT rings included in price.



NAME	BORE	STROKE	ROD LGTH	DOMES HGHT	GRM WT	COMP HGHT	PART #
FORD	3.312	3.750	7.000	.187	315	1.561	80563
MERC	3.312	4.000	7.000	.187	309	1.436	80564
MERC	3.312	4.125	7.000	.187	312	1.374	80572
FORD	3.342	3.750	7.000	.187	328	1.561	80573
MERC	3.342	4.000	7.000	.187	327	1.436	80567
MERC	3.342	4.125	7.000	.187	329	1.374	80568
FORD	3.375	3.750	7.000	.187	345	1.561	80569
MERC	3.375	4.000	7.000	.187	345	1.436	80570
MERC	3.375	4.125	7.000	.187	347	1.374	80571

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## STOCKING PISTONS

### FORD WINDSOR 302, 351 9/9.5 TO 1 COMPRESSION RATIO TFS HEADS

ROSS 302 Ford Windsor pistons in this section are suitable for nitrous systems below 250 horsepower. Ring grooves are 1/16, 1/16, 3/16. Will work with TFS High Port "Street Heat" heads or TFS "Twisted Wedge" heads due to three valve pocket design. Pins included are .150 wall aircraft quality.



BORE	STROKE	ROD LGTH	DOM CC	PIN DIA.	GRM WT	COMP 61cc	RATIO w/ 64cc	C.H.	PART #
4.001	3.850	6.200	-6.1	0.912	473	11.2	10.9	1.350	99797
4.001	3.250	5.400	-6.1	0.927	440	9.7	9.3	1.160	99795*
4.001	3.250	5.400	-20.0	0.927	426	8.3	8.0	1.160	99798*
4.001	3.400	5.400	-6.1	0.927	421	10.1	9.7	1.085	99794*
4.001	3.400	5.400	-12.0	0.927	412	9.4	9.1	1.085	99793*
4.001	3.400	5.400	-6.1	0.912	403	10.9	10.6	1.085	99802
4.030	3.250	5.400	-6.1	0.927	447	9.8	9.4	1.160	99796*
4.030	3.250	5.400	-20.0	0.927	446	8.4	8.2	1.160	99799*
4.030	3.400	5.400	-12.0	0.927	428	9.5	9.2	1.085	99609*
4.030	3.750	6.250	-6.1	0.927	476	11.1	10.7	1.350	99800
4.030	3.750	6.250	-18.0	0.927	472	9.8	9.5	1.350	99801
4.030	3.850	6.200	-6.1	0.927	475	11.4	11.0	1.350	99800
4.030	3.850	6.200	-18.1	0.927	472	10.0	9.7	1.350	99801

\* Includes oil ring support rails.

### FORD 351 WINDSOR LATE MODEL STOCK CAR CLASS ULTRA LITE WEIGHT FOR TWO BARREL APPLICATIONS

ROSS Late Model Stocker pistons are the lightest and strongest pistons available. Pistons in this listing have no valve pockets (just perfect for Ford "N" heads). Valve pockets can be cut to .280 intake depth and .250 exhaust by engine builder if other heads are to be used. Designed for 400 horsepower or less. Other features include .927 x 2.500 bearing material pins which weigh only 99 grams (ROSS part # 927-06-25), pinfit, split radius oil holes, double pin oilers, lock removal indents, and double traced side reliefs for minimum weight.

BORE	STROKE	ROD LGTH	GRM WT	COMP HGHT	PART #
4.030	3.500	6.200	373	1.250	99534



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### FORD WINDSOR 302, 351 FLAT TOP

ROSS Ford Windsor flat top pistons in this section are machined on our new XL400 forging for maximum strength and minimum weight. All pistons with "S" valve pocket location will work with Dart, Edelbrock, Root, SVO, J302, R351, N351, and 289 stock heads. All pistons with "T" valve pocket location will work with TFS "Twisted Wedge" heads. All pistons in this section include aircraft quality pins that are retained by double spiro lox or can be press fitted in rods. Ring grooves 1/16, 1/16, 3/16.



BLOCK	BORE	STROKE	ROD LGTH	DOME CC	PIN DIA	GRM WT	COMP HGHT	V.P. LOC	PART #
302	4.030	3.000	5.090	-3	.912	481	1.599	T	99502
302	4.030	3.000	5.090	-4	.912	465	1.599	S	82006
302	4.030	3.400	5.400	-3	.927	402	1.085	T	99505*
351	4.030	3.500	5.956	-3	.912	504	1.757	T	99504
351	4.030	3.500	5.956	-3	.912	471	1.757	S	80555
351	4.030	3.500	6.000	-3	.927	463	1.713	S	80565
351	4.030	4.000	6.125	-3	.927	462	1.358	T	99506

\* Includes oil ring support rails.

### FORD WINDSOR 302, 351 12.5 TO 1 COMPRESSION

ROSS Ford Windsor pistons in this section are suitable for nitrous systems below 250 horsepower. Ring grooves 1/16, 1/16, 3/16. Compression ratio based on 64 cc head with .050 total piston to head clearance (deck and gasket). Dome style "F" fits stock Windsor and Motorsports J-302 (A.R.) heads. Dome style "A" fits TFS high port "Street Heat" heads. Pins retained by double spiro lox or can be press fitted in rods.



NAME	BORE	STROKE	ROD LGTH	DOME CC	PIN DIA	GRM WT	COMP HGHT	DOME STYLE	PART #
302	4.030	3.400	5.400	11	.927	447	1.085	A	99607*
351	4.030	3.500	5.956	12	.912	570	1.757	F	80551
351	4.030	3.500	6.000	12	.927	497	1.713	F	80561

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# STOCKING PISTONS



## FORD CLEVELAND 351 FLAT TOP

ROSS Ford Cleveland pistons in this section are suitable for endurance applications and nitrous systems below 250 horsepower. Ring grooves 1/16, 1/16, 3/16. Part #80566 includes .927 diameter, aircraft quality pins. Part # 80556 has .912 diameter, aircraft quality pins. Fits Ford Boss 302, 351 Cleveland, and Motorsports A, B, and C heads. Made on special Cleveland forgings for maximum strength with minimum weight. Will have approximately .017 deck with uncut block.



BORE	STROKE	ROD LGTH	GRM WT	COMP HGHT	PART #
4.030	3.500	5.778	524	1.668	80556
4.030	3.500	6.000	497	1.446	80566

## FORD CLEVELAND 351 12.5 TO 1 COMPRESSION RATIO

ROSS Ford Cleveland pistons in this section are suitable for endurance applications and nitrous systems below 250 horsepower. Ring grooves 1/16, 1/16, 3/16. Part #80562 includes .927 diameter, aircraft quality pins. Part # 80552 has .912 diameter, aircraft quality pins. Fits Ford Boss 302, 351 Cleveland, and Motorsports A, B, and C heads. Made on special hollow dome forgings for maximum strength with minimum weight. Compression ratio based on 64 cc head with .050 total piston to head clearance (deck and gasket).



BORE	STROKE	ROD LGTH	DOM CC	DOM HGHT	GRM WT	COMP HGHT	PART #
4.030	3.500	5.778	12	.300	551	1.668	80552
4.030	3.500	6.000	12	.300	497	1.446	80562

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### FORD "FE" BIG BLOCK FLAT TOP

ROSS Ford "FE" flat top pistons in this section are machined on our new style forgings for maximum strength and minimum weight. Valve pockets are machined to fit Ford medium riser, high riser, Edelbrock 6005, 6006, 6007, 6008, and Ford 390, 406, 410, 427, 428 heads. Suitable for nitrous systems of 250 horsepower or less. Aircraft quality pins included are 2.930 length, .145 wall, 144 gram weight and are retained by double spiro lox. Ring grooves are 1/16, 1/16, 3/16. Top ring is .280 down for relieved blocks.



NAME	BORE	STROKE	ROD LGTH	DOVE CC	GRM WT	COMP HGHT	PART #
390	4.080	3.780	6.488	-5	589	1.775	99601
410	4.080	3.980	6.488	-5	525	1.675	99602
428	4.160	3.980	6.488	-5	577	1.675	99603
427	4.255	3.780	6.488	-5	609	1.775	99605
427	4.255	3.980	6.488	-5	591	1.675	99606

### FORD "FE" BIG BLOCK DOVE/REVERSE DOVE

ROSS Ford "FE" pistons in this section are manufactured on our new style forgings for maximum strength and minimum weight. Dome top part # 99610 for use with stock medium riser and Edelbrock 6007, or 6008 heads. Reverse dome part #99604 for use with Edelbrock 6005, 6006, 6007, 6008, and Ford 390, 406, 427, 428 heads. Top ring is .280 down for relieved blocks.



MAKE	BORE	STROKE	ROD LGTH	DOVE CC	COMP RATIO	GRM WT	COMP HGHT	PART #
427	4.263	3.780	6.488	+.5	11	626	1.775	99610
428	4.160	3.980	6.488	-17.4	9.5	594	1.675	99604

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# STOCKING PISTONS



## NHRA LEGAL STOCK REPLACEMENT PISTONS

ROSS pistons listed in this section are approved by NHRA as factory replacements for Stock Class. Advanced design techniques and the highest quality possible gives a free running piston in the bore with superior ring seal which will promote quick engine acceleration with less power robbing blow-by. Please allow our normal manufacturing time as these pistons are not in stock. Please advise us of your exact cylinder bore size. Pins and Pinfitting NOT included in price.



MODEL	CID	HORSEPOWER	YEARS	PART NUMBER
Buick	455	350-360	1970	99575
Chevy	302	290	1967 - 1969	99576
Chevy	305	All Dished	1976 - 1986	99577
Chevy	305	All Flat Top	1983 - 1992	99586
Chevy	327	210-300	1962 - 1969	99578
Chevy	350	250-300	1967 - 1970	99579
Chevy	262	All	1985 - 1995	56953
Chevy	396	325, 350, 360	1966 - 1969	99580
Chevy	396	375	1965 - 1969	99581
Chevy	402	330-350	1970	99582
Chevy	402	210, 240, 300	1971 - 1972	99583
Chevy	427	425	1966 - 1969	99584
Chevy	454	425	1971	99585
Chrysler	170	101 - 115	1960 - 1969	54751
Chrysler	318	All Flat Top	1993 - 1997	53959
Chrysler	340	275-290	1968 - 1971	55328
Chrysler	340	240	1972 - 1973	99588
Chrysler	360	All	1973 - 1980	53718
Chrysler	413	410	1962	99589
Chrysler	426 Wedge	415	1963	99590
Chrysler	426 Wedge	415	1964	99591
Chrysler	426 Wedge	425	1963 - 1964	99592
Chrysler	426	Street Hemi	1966 - 1971	99593
Chrysler	440	6-Pak	1970 - 1972	99594
Ford	302	Dish	1989 - 1992	99595
Ford	351	248-285, 280	1970 - 1972	99596
Ford	351	All 4-bbl	1973 - 1974	99597
Ford	390	All 4-bbl	1966 - 1970	50132
Ford	427	410 - 425	1966 - 1967	53207
Ford	428	335	1968 - 1970	55796
Oldsmobile	455	All 4-bbl	1968 - 1970	38720
Pontiac	400	All	1967 - 1979	99599
Pontiac	455	All Except "Super Duty"	1970 - 1974	99600

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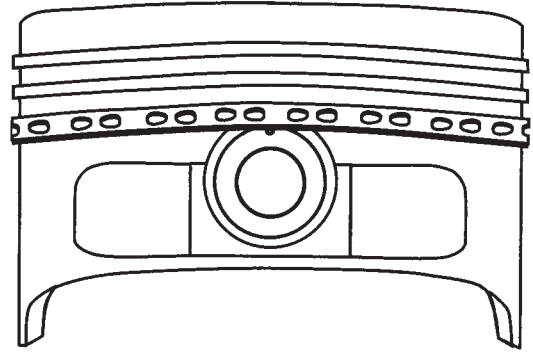
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## OIL RING SUPPORT RAILS

As the rod lengths preferred by many engine builders become increasingly longer, often the pin hole must be moved up (compression height shortened) to a dimension which requires that the pin hole intersects the oil ring groove. ROSS Oil Ring Support Rails are to be used in applications where the piston oil ring groove intersects with the pin hole, and can be used only in pistons which have the oil ring groove machined .030 wider than the oil ring. This operation is included on piston designs which have oil ring groove to piston intersections, at no extra cost.



To install ROSS Oil Ring Support Rails:

- 1.) Hang and align the rods in the normal manner, either press fitting pistons in rod or using Spiro Lox for pin retention.
- 2.) Install ROSS Oil Ring Support Rails against the bottom sill of the oil ring groove.
- 3.) Note that the Support Rail hugs the back of the oil ring groove to prevent it from spinning in the groove, and the anti-rotational bump must be in the pin hole.
- 4.) Install your regular ring set in the conventional manner. Check the chart below for bore size availability.

BORE	PART#
3.187-3.227	ORS-318
3.250-3.310	ORS-325
3.375-3.435	ORS-337
3.500-3.560	ORS-350
3.565-3.620	ORS-356
3.625-3.660	ORS-362
3.655-3.720	ORS-366
3.725-3.775	ORS-372
3.780-3.840	ORS-378
3.870-3.905	ORS-387
3.905-3.985	ORS-394
4.000-4.060	ORS-400
4.065-4.125	ORS-406
4.130-4.187	ORS-412
4.210-4.249	ORS-421
4.250-4.310	ORS-425
4.311-4.374	ORS-431
4.375-4.435	ORS-437
4.436-4.469	ORS-443
4.470-4.530	ORS-447
4.531-4.590	ORS-450
4.591-4.625	ORS-456

## ROD BUSHINGS



Designed to reduce Chrysler 1.094 rod pin holes to .990 Chevrolet pin diameter. These high quality bushings are made from 660 bronze. Dimensions are as follows: (must be pressed in rods and finished honed.)

O.D.	1.097
I.D.	.987
LENGTH	1.200
PART #	B1094

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## TOOL STEEL PINS

ROSS has the ultimate in strong, light, high quality tool steel pins which are 20% stronger than the more common H-11 pins.

**CAUTION:** The use of tool steel pins which are too thin can cause broken rod eyes and cracked piston pin bosses. Under no circumstances should pins of less than .120 wall thickness be used in circle track cars or other endurance applications. Do not use tool steel pins in a press fit or street application.

# ROSS

racing pistons



DIAM	LGTH	WALL	GRM WT	PART #
.866	2.500	.120	91	866-12-25
.905	2.500	.120	95	905-12-25
.912	2.500	.125	94	912-12-25
.912	2.500	.140	130	912-14-25
.927	2.500	.090	75	927-09-25
.927	2.500	.125	96	927-12-25
.927	2.500	.140	107	927-14-25
.927	2.850	.120	125	927-12-28
.930	2.500	.120	102	930-12-25
.975	2.930	.090	94	975-09-29
.980	2.930	.090	95	980-09-29
.990	2.930	.090	92	990-09-29
.990	2.930	.125	127	990-12-29
1.000	2.930	.120	129	000-12-29
1.094	2.750	.120	129	094-12-27

## WIRE LOX

All ROSS pins are available with chamfered ends for use with round wire lock wrist pin retainers. Simply add 'CHAM' to end of part number. For instance, if you wish to order a set of .927 x 2.950 standard pins to work with Wire Lox simply order (8) 927-01-29 CHAM. Part numbers ending with the letter "C" are already chamfered.

**NOTES:** \_\_\_\_\_

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## STANDARD PINS

ROSS standard pins are manufactured from aircraft quality chrome moly. All standard pins are heat treated and end ground to work in full floated or press fit applications.

DIAM	LGTH	WALL	GRM WT	PART #
.709	2.250	.115	65	709-01-21C
.709	2.350	.115	64	709-01-23C
.709	2.283	.115	63	709-01-22C
.709	2.500	.115	69	709-01-25
.748	2.500	.120	74	748-01-25
.750	2.770	.195	120	750-01-27
.787	2.500	.115	80	787-01-25
.787	2.350	.120	75	787-01-23C
.790	2.600	.120	87	790-01-26
.791	2.600	.125	86	791-01-26
.792	2.600	.150	101	792-01-26
.827	2.500	.118	84	827-01-25
.866	2.500	.115	91	866-01-25
.866	2.720	.122	100	866-01-27
.875	2.850	.128	163	875-01-28
.912	2.500	.120	96	912-01-25
.912	2.950	.150	142	912-01-29
.927	2.500	.152	118	927-01-25
.927	2.950	.152	141	927-01-29
.930	3.000	.150	147	930-01-30
.944	2.500	.125	103	944-01-25
.944	2.850	.160	150	944-01-28
.975	2.930	.145	144	975-01-29
.980	2.930	.150	146	980-01-29
.984	2.500	.150	125	984-01-25
.984	2.930	.150	147	984-01-29
.990	2.930	.150	149	990-01-29
1.000	2.930	.160	159	000-01-29
1.040	2.930	.150	153	040-01-29
1.040	3.005	.140	178	040-01-32
1.094	2.750	.156	162	094-01-27

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## STOCKING PISTONS

### 4340 SUPER DUTY PINS

ROSS 4340 pins are the ultimate pins for strength. They are made from billet bar stock 4340 chrome moly, which has a minimum tensile strength of 240,000 P.S.I. and a 13% greater ductility than standard pins. The hard chrome finish provides excellent life. 4340 pins are recommended for sprint cars, blown engines, etc.

DIAM	LGTH	WALL	GRM WT	PART #
.750	2.770	TAPER	83	750-04-28
.791	2.500	TAPER	80	791-04-25
.812	2.500	TAPER	86	812-04-25
.827	2.500	TAPER	93	827-04-25
.866	2.500	TAPER	101	866-04-25
.875	2.500	TAPER	105	875-04-25
.875	2.850	TAPER	125	875-04-28
.905	2.500	TAPER	118	905-04-25
.912	2.500	TAPER	114	912-04-25
.927	2.500	TAPER	118	927-04-25
.927	2.950	TAPER	142	927-04-29
.927	3.125	TAPER	151	927-04-31
.930	2.500	TAPER	122	930-04-25
.940	2.850	TAPER	141	940-04-28
.944	2.850	TAPER	150	944-04-28
.945	2.850	TAPER	145	945-04-28
.974	2.930	TAPER	150	974-04-29
.980	2.930	TAPER	153	980-04-29
.984	2.500	TAPER	148	984-04-25
.985	2.930	TAPER	155	984-04-29
.990	2.930	TAPER	153	990-04-29
.990	3.125	PBR	179	990-05-31
1.000	3.125	TAPER	190	000-04-31
1.031	2.750	TAPER	162	031-04-27
1.040	2.930	TAPER	165	040-04-29
1.040	3.125	TAPER	178	040-04-31
1.094	2.750	TAPER	189	094-04-27
1.094	3.125	TAPER	220	094-04-31
1.094	3.125	PBR	214	094-05-31

### SPECIAL ALLOY PINS

These special alloy pins are 25% stronger with less flex than tool steel pins. A harder surface that has been lapped in multiple stages helps prevent galling. IMPORTANT; the letter "C" at the end of the part number signifies that the pin is chamfered for wire lox use only.

DIAM	LGTH	WALL	GRM WT	PART #
.591	2.250	.100	43	591-10-22C
.630	2.250	.100	48	630-10-22C
.669	2.250	.110	50	669-10-22C
.669	2.350	.120	62	669-12-23C
.709	2.350	.120	66	709-12-23C
.709	2.350	TAPER	84	709-18-23C
.748	2.350	.120	72	748-12-23C
.787	2.350	.100	62	787-10-23C
.787	2.350	TAPER	93	787-12-23C
.787	2.350	TAPER	96	787-18-23C
.827	2.500	.120	87	827-12-25
.866	2.500	.150	108	866-15-25
.892	3.000	TAPER	154	892-21-30
.927	2.500	TAPER	98	927-06-25

### PIN FIT

Custom pistons in this catalog do not include pins or pinfit. Unless ordered as an option, custom piston pin holes will be approximately .003 smaller than the pins. This requires that the pin holes be precision honed. If you want ROSS to pinfit your custom pistons add option PART # 5008.

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